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American Railroad Journal.

New York, Saturday, February 12, 1876.

United States Rolling Stock Co.

The General Annual Meeting of the Shareholders of this company was held at the office of the company, 76 Wall St., on the 7th inst. About twenty gentlemen were present representing over 26,000 shares, or something over one-half the entire capital stock of five millions. Mr. W. H. Guion, Vice President of the company, in the chair.

The Annual Report of the Company, which is quite voluminous, gives very full details of the year's business, showing a net income of \$353,577 64, out of which a dividend of 8 per cent was ordered paid; after paying which there remains a surplus of \$185,577 64 to be carried to Reserve Account. The business of the Company shows some improvement over 1874, although owing to the severe competition among the leading railways freights were extremely low and the Rolling Stock Company's cars could only be leased at equally low rates.

The Company is now engaged in building large repair shops at Urbana, Ohio, which will enable them to do their business to much greater advantage. The equipment of the Company has been recently very closely examined by Mr. W. H. Farley and Mr. C. F. Allen, well known retired Master Mechanics, and they give a favorable account of its condition.

Mr. William E. Warren, the accountant, has audited the Company's books, and speaks of them in the highest terms. There are large claims against Mr. James McHenry and Messrs. Bischoffsheim & Goldschmidt, London, which are being prosecuted in the Courts in England, and still larger claims against the bankrupt Atlantic and Great Western Railroad Company which, however, the Company hopes to recover, as they claim their lien to take priority over the mortgages. The success of the Company is not in any way dependent upon the result of these suits, as it can continue to earn dividends even if nothing is recovered from them, while offers of compromise have already been made nearly equivalent to fifty per cent of the amounts claimed.

The Company owns 105 locomotives, 92 passenger and baggage cars, and 3,957 freight cars which are leased to twenty different railroad companies.

After discussion of the Company's affairs the Report was unanimously adopted, a complimentary note of thanks was tendered to the Trustees and officers of the Company, and the following gentlemen were elected Trustees: James B. Hodgskin, Wm. H. Guion, Adrian Iselin, E. G. Fabbri, and L. H. Meyer. The officers are: President James B. Hodgskin, Vice President Wm. H. Guion, Treasurer and Secretary A. Hegewisch, General Master Mechanic C. F. Jauriet.

The Belvidere Delaware, Mercer and Somerset, and Flemington Railroads.

An election for Directors of the above named companies took place at Trenton, N. J., on the 7th inst., with the following result:

Belvidere Delaware Railroad: George B. Roberts, Josiah Bacon, Strickland Kneass, John M. Kennedy, A. J. Derbyshire, Charles Stigmeaves, Lewis Perrine, Charles Bartles, Ashbel Welsh was

elected President, Mercer and Somerset Railroad: Thomas Hanlon, George B. Roberts, Thomas A. Scott, Strickland Kneass, Martin A. Howell, Augustus Vansant, Lewis Perrine, Benjamin Fish, Ashbel Welsh, A. L. Dennis. Ashbel Welsh was elected President. Flemington Branch: Charles Bartles, W. B. Emery, Alexander Wurtz, John C. Hopewell, Robert F. Stockton, Benjamin Fish, Thomas B. Fidler, Samuel Lilly, Ashbel Welsh. Ashbel Welsh was elected President. Hugh D. Ely was elected Secretary and Treasurer of each of these companies.

Testing Boiler Iron.

The Baltimore Sun says that the Supervising Inspectors of Steam Boilers were in that city on the 3d inst., and made some interesting experiments in testing boiler iron by Riehle Bros' Machine, one of which is used by each supervisor, and then adds:

This is a ponderous piece of mechanism, with steelyards, weights, etc., by which the tensile strength of iron is tested with nicety. The iron tested was from Abbott's and Coates' Baltimore rolling mills, and the results were altogether favorable to the makers. The specimens were of boiler iron a quarter inch in thickness, with cross sections, where the elongation or test was made. The iron was fastened in the machine, the cross section exposed to the strain. By means of a lever the equilibrium was reached after the weights were put on. Thus a 1,000 pound weight was first used, and the lever worked up until a balance was reached. Then weights were added, until elongation was noted, and then more weights until the iron snapped, and its strength was thus ascertained.

Six specimens from Coates' mills, each with a stamped tensile strength of 50,000 pounds to the square inch, were first tested, the specimens being one-fourth inch in thickness. The first broke in five minutes, at 12,500 pounds, or equal to the strength claimed by the square inch; the second broke in two and one-half minutes, at 14,000 pounds; the third in two minutes, at 14,800 pounds; the fourth in two minutes, at 13,700 pounds; the fifth in four minutes, at 17,500 pounds, and the sixth in one and one-half minutes, at 17,500 pounds.

The same number of specimens from Abbott's mills were also tested. The first four were of 50,000 lbs. tensile strength, and the other two 45,000 lbs. The first broke in one minute at 12,500 lbs.; second in four minutes at 14,500 lbs.; third in one and a half minutes at 14,000 lbs.; fourth in two

minutes at 13,800 lbs.; fifth, of 45,000 lbs., in one and a quarter minute, at 11,250 lbs. With the sixth, of 45,000 lbs., different experiments were tried, the weights being put on at half minute intervals. It broke at 13,000 lbs. All of the supervisors spoke in complimentary terms of the productions of the Baltimore rolling mills.

Fitchburg Railroad.

The receipts and expenditures of this road for the years ending September 30, 1874 and 1875, have been as follows:

Receipts:	1874.	1875.
From passengers.....	\$644,085 21	\$696,068 76
" freight.....	932,080 59	909,629 18
" expresses.....	33,463 67	30,926 81
" mails.....	19,033 46	31,125 06
" rent of property.....		28,888 80
" premium on stock.....		23,887 50
	\$1,628,612 83	\$1,720,524 71
Expenditures:		
Repairs of road.....	\$220,641 66	\$198,211 09
" bridges.....	20,661 45	21,035 16
" locomotives.....	78,034 35	80,705 52
" cars.....	123,836 91	128,495 15
" structures.....	68,806 22	69,520 78
" tools, etc.....	8,584 01	9,335 78
Renovals of iron.....	61,874 81	100,902 76
Fuel.....	164,842 07	161,870 11
Oil and waste.....	12,934 63	13,206 24
Salaries, etc., passenger department.....	126,630 88	133,011 37
Salaries, freight department.....	167,840 95	184,210 37
Wages, switchmen.....	32,771 39	40,394 37
Removing ice and snow.....	5,835 16	12,146 08
Gratuities and damages.....	6,907 74	9,048 75
Taxes, insurance, etc.....	116,750 73	113,918 19
Telegraph expenses.....		2,975 02
General salaries, office, law and other exp.....	48,556 58	43,965 40
Rents.....	27,219 71	87,884 50
Interest.....	16,272 41	18,314 64
Water.....		3,551 42
	\$1,302,957 60	\$1,432,700 70
Net earnings.....	\$325,655 17	\$287,824 01

The company have 54 locomotives, 56 tenders, 71 passenger, 22 mail and baggage, 930 eight wheel and 228 four-wheel merchandise, and 90 gravel and coal cars, and 9 snow plows. Number of miles run by passenger trains 538,687, by freight trains, 429,345, by other trains, 29,061—total, 997,093. Length of main road operated, 136 miles. Length of double track road, belonging to the company, 50.68 miles; length of Watertown Branch Railroad, belonging to the company, 6.60 miles; length of Lancaster and Sterling Branch Railroad, belonging to the company, 12.42 miles; length of Peterboro' and Shirley Railroad, belonging to the company, 23.62 miles; length of side and other tracks, belonging to the company, 41.78 miles—total length of tracks belonging to the company, 165.78. Length of Vermont and Massachusetts Railroad, leased for 999 years, 80.11 miles; length of side tracks on Vermont and Massachusetts Railroad, 12.16 miles. Total length of tracks operated, 278.05 miles. The report says:

During the past year we have been preparing our road bed, track, equipment and stations, that we may be ready to perform properly the increased business which will pass over the road when the Tunnel line is completed.

The road bed and tracks, both of the Fitchburg and Vermont and Massachusetts roads, are probably in better condition at the present time than ever before. They have been greatly improved during the past year by large and unusual quantities of grading or ballast, and by the laying

down of twenty-nine miles of new iron and steel rails. On the Fitchburg division we have laid down six thousand five hundred and ninety-six feet of side tracks, have built a new freight house near our Boston passenger station, nearly seven hundred feet in length and thirty-nine feet in width, have remodeled and converted one of our old freight houses into a large and convenient hay house, and have generally improved all our freight buildings so that they are now equal to those of any other line; they are also so arranged that they may be easily extended to furnish additional accommodations whenever required.

We have also constructed a new engine house at Waltham, and several new passenger stations. On the Vermont and Massachusetts division, we have laid down six thousand one hundred and seventy-four feet of side track, and in the city of Fitchburg the bridge masonry has been raised and extended, several of the abutments rebuilt, three new piers added; and the three old wooden bridges have also been replaced by new and substantial ones built with open trusses and for additional tracks. In Royalston we have substituted for the wooden bridge destroyed by fire, a new iron bridge of the most approved form, and have also made extensive repairs and improvements upon several other of the numerous bridges on this division.

In all departments the ordinary repairs and renewals have been fully supplied, and the equipment has also been increased.

Considerable expenditures have been made in improving the road bed, tracks and stations; and with the expectation of soon receiving a large and entirely new addition to our present business, these outlays could not safely be longer postponed, but should be continued; and with this conviction, we have already contracted for straightening or obviating the very objectionable and expensive reverse on the Vermont and Massachusetts division at Ashburnham, and have arranged to construct an extensive addition to our wharf in Charlestown.

The cost of the permanent additions made to the property has been carried to capital account, all other improvements to expense.

A comparison of net results with those of the year 1874 would show a falling off of \$57,475 66; but it is to be noticed that our accounts this year include the Vermont and Massachusetts Railroad business for the entire year, whereas last year's accounts included only nine months' business of that road; adding the income and expenses of the Vermont and Massachusetts Railroad for the three months of 1874, when the roads were operated separately, to the like receipts and expenses for the nine months in which they were operated together, and comparing the results of the two years, we find that

Receipts from passenger business have increased.....	\$13,210 55
Receipts from freight business have decreased.....	72,331 37
Receipts from express, mails and rents have increased.....	7,866 00
Total income has decreased.....	51,254 82
Total expenditures have decreased.....	19,543 05
Net earnings have decreased.....	31,711 77

A comparison, made in the same manner, shows that

Miles run by passenger trains have increased.....	23,352
Miles run by freight trains have decreased.....	15,796
Miles run by gravel trains have increased.....	12,804
Miles run by other trains have decreased.....	4,696
Total miles run have increased.....	15,664
Number of passengers carried has increased.....	224,867
Number of passengers carried one mile has increased.....	1,142,093
Number of tons carried has decreased.....	273,449
Number of tons carried one mile has decreased.....	269,778

Our decrease of net earnings is caused by the great and general stagnation in all kinds of business, which has considerably reduced our gross income, and by the unusual expenditures made on road bed and track.

At the date of our last report it was uncertain what policy the State would adopt with reference to the management and operation of the Tunnel road; since then the toll-gate plan, so called (Chap. 77, Laws of 1875), has been adopted. The object sought to be accomplished through this plan is to give all railroads which now or may hereafter connect, either directly or by intervening railroads with the Tunnel road, equal opportunities to use the same, and hereby give to the people in all sections of the State equal advantages from its completion, and at the same time secure to the State the entire control of the Tunnel and its approaches. This plan differs materially from that which was contemplated by the contract of 1863 between the State, the Fitchburg, Vermont and Massachusetts, and Troy and Boston Railroad Companies. That contract substantially provides that the business from the Tunnel should pass over the roads above named, and for that consideration, each of said roads should pay to the State twenty per cent of its entire gross earnings upon all such business.

It seemed to be the settled opinion of the people and of the Legislature, that all roads should have the same facilities for using the Tunnel; and as we could not, on account of the great decrease in profits of transportation, have paid the twenty per cent, without charging rates of freight which would, to say the least, have greatly restricted the business, it appeared right and reasonable that something should be done to modify our contract, and establish some definite and settled policy on the part of the State.

We entered into this contract upon the supposition that we were to have the exclusive benefit of the Tunnel business, and were willing to abide by its terms and fulfil its conditions; and have never petitioned to be released therefrom; but it would have been manifestly unjust to have attempted to hold our corporation to the burden of the contract, when all other roads were allowed by the toll-gate law, to use the Tunnel road without the payment of any percentages or allowances whatever except the regular tolls. The Legislature took this view of the matter and repealed the contract; and the Governor and Council have released the Fitchburg and Vermont and Massachusetts Railroads from its obligation.

A passageway was opened through the Hoosac Mountain, on Thursday, Nov. 27, 1872, and in our report for that year it was stated that the Tunnel would certainly be completed during the summer of 1874; and when the lease of the Vermont and Massachusetts Railroad was made (January 1st, 1874), we had good grounds to expect its completion within that year.

In Gov. Washburn's inaugural address, on the 8th of January, 1874, he says: "To-day, we have every reason for believing that the remaining work will be advanced with such rapidity, that in eight months the Tunnel may be ready for use as a part of the through railway line;" but notwithstanding this prediction, no trains of any kind were run through it until February 9th, 1875, no freight train until April 5th, 1875, and the first passenger train, July 8th, 1875.

The freight business is limited in quantity and to particular hours, to avoid delaying the work, and for the same reason the passenger trains are confined to such hours that no direct connection can be made upon either side of the mountain.

The business pays the regular tolls fixed by the State for running over the Troy and Greenfield Railroad, east of the mountain, and is also bordered by a tax of 75 cents per passenger, and \$1 50 per loaded freight car, for each person and for each loaded freight car which the contractor draws through the Tunnel.

Subject to these restrictions and charges we cannot expect to perform a large or profitable business. Still, enough has been done to satisfy us that whenever trains can be run through the

Tunnel without delay, at fair tolls, making proper connection, a very large business will seek this new line to the West.

We hope the Tunnel will soon be completed; for, until that time, we cannot realize the benefits or profits which we believed would result from leasing the Vermont and Massachusetts Railroad.

TRIAL BALANCE, September 30, 1875.

Construction accounts.....	\$4,406,843 10
Real estate.....	218,250 72
Improvements on Vermont and Massachusetts Railroad.....	94,079 78
Cash and cash funds.....	169,768 84
Sinking fund.....	70,000 00
Stock material.....	183,188 53
Fuel.....	68,714 30

\$5,210,845 27

Capital stock.....	\$4,000,000 00
Bonds.....	500,000 00
Profit and loss.....	504,857 88
Unclaimed dividends.....	10,197 00
Bond coupon No. 3, due Oct. 1, 1875.....	17,500 00
Vermont and Massachusetts R. R.....	11,552 76
Renewal fund.....	19,044 50
Receipts from freight.....	117,799 91
Commonwealth of Massachusetts.....	29,098 22

\$5,210,845 27

President.—Wm. B. STEARNS.

Directors.—Wm. B. Stearns, Charlestown; Rodney Wallace, Fitchburg; P. B. Brigham, Boston; Seth Bemis, Newton; Robert Codman, Boston.

Treasurer.—M. D. BENSON.

Superintendent.—C. L. HERWOOD.

Eastern Railroad.

At the annual meeting of the stockholders of this corporation held in Boston on the 7th inst., the Forty First Annual Report was presented, and the following named gentlemen elected directors for the ensuing year: Samuel C. Lawrence, Frank Jones, J. S. Ludlam, G. S. Morrison, Onslow Stearns, James W. Johnson, Benjamin E. Bates, John Cummings, George W. Gill.

The following resolutions, offered by Hon. Charles Levi Woodbury, were unanimously adopted:

Resolved, That the plan for extending and securing the debts and liabilities of the corporation at reduced rates of interest, and providing for the management of its affairs, adopted at a meeting of its creditors held at Boston on the 15th of January, 1876, and now submitted to the stockholders in the report of the directors of this company, be referred to the directors with instructions to join in presenting it to the Legislature for its action.

Resolved, That the directors are hereby authorized to apply to the Legislature for authority to issue bonds; and make and execute a mortgage and conveyance of the property and franchise of this company in trust in order to secure its debts and liabilities.

Resolved, That the directors of the Eastern Railroad Company are authorized, if in their opinion it shall become needful for the protection of the property of the corporation and of the rights of the creditors, to make application for the benefit of the bankruptcy acts of the United States, and take such other proceedings as the bankrupt laws may require in that behalf.

The following amendment, offered by Mr. Seth J. Thomas, was also adopted unanimously:

Resolved, That — be a committee to investigate the affairs of the Eastern Railroad Company for the last six years past generally; to inquire in respect to all contracts and purchases made by the company, and whether any director had any interest adverse to the company at the time of said purchase or before; and into the value of all lands and property of said company, with authority to send for persons and papers, and

make a report to this corporation as soon as possible.

It was voted that the Committee of Investigation provided for in the resolution of Mr. Thomas consist of five members, which was announced by the chairman, as follows:

Messrs. Seth J. Thomas, George Ripley, Greeley S. Curtis, P. G. Monroe and W. A. Tower.

Railway Resistance.

INTERESTING EXPERIMENTS WITH THE DYNAGRAPH.

Under the direction of P. H. Dudley, the inventor, a number of experiments with the dynamograph have been in progress in this section for some time past, an account of which will interest many of our readers. After a few experiments had been made with trains upon the Lake Shore and Michigan Southern Railway, between Cleveland and Collinwood, the impression was that trains moving at 12 miles and under per hour required more power to propel them than those moving at the rate of 18 or 20 miles, especially such heavy and long trains as are drawn upon this road. To test this more thoroughly, Dec. 3, a stock express train of 709 tons was run from Cleveland to Erie, Penn., and the amount of coal and water used measured. On Dec. 14, with the same engine, a train of the same weight, but one car less, was run at twelve miles per hour, which burned 1,945 pounds more of coal. Part of the increased consumption in coal may be accounted for from the fact of the temperature of the weather being 30.60° Fahrenheit or 17° centigrade colder. Subsequent experiments all tend to corroborate the first ones, that the most economical speed for these long and heavy trains is much above twelve miles per hour, as far as power is concerned upon the light grades of the Lake Shore and Michigan Southern Railway. After each diagram is taken, it is figured up in foot pounds, that is, as though the force exerted was so many pounds lifted or raised one foot high. The stock train of Dec. 3 figures up to 2,489,800,000 foot pounds. Now, taking the number of pounds of coal used, it is easy to see or compare the effective amount of power produced with that which should be theoretically called into action by the combustion of the coal, which in this case is only four and a half per cent. The best steam engines we have do not utilize quite ten per cent of the full value of our fuels. To collect more data for the solution of the most economical expenditure of power, last week a train was run from Collinwood to Buffalo, one from Buffalo to Toledo and one from Toledo back to Collinwood. It required 630 feet of profile paper to pass through the dynamograph upon which is recorded by the instrument the force used to draw the trains for the round trip. It would take one man four months to calculate the results of the one trip. In all experiments so far, the resistance per ton is affected by the weight and length of the train as well as speed. For instance, in making some experiments for the rate of speed to run trains, some Empire cars were taken, which drew very hard. One loaded car was taken and attached to the car with the instrument, running at the rate of 30 miles per hour, as were the three following experiments, besides the one car.

The Empire car and load weighed 20 tons and the car with the instrument 94 tons—both 294 tons—and the resistance per ton was 61.5 pounds. Another car was added, making the weight 484 tons, and the resistance per ton was 51.3 pounds. Three more cars were now added, all weighing 1974 tons, when the resistance per ton was 32.6

pounds. Five more cars were added, all weighing 2044 tons, and the resistance was only 26.7 pounds per ton. All run over the same track. In the heavy and long trains of different makes of cars, at 16 to 18 miles per hour the resistance ranges per ton from 6.5 pounds to 7.1 pounds—i. e., of trains weighing 700 to 750 tons. On a passenger train of five cars, estimated weight of cars 91 tons, load 15 tons, at 40 miles per hour, the resistance varies from 24.5 to 28.3 pounds per ton.—*Cleveland Herald, Jan. 31.*

Rockford, Rock Island and St. Louis R. R.

Last spring Herman Osterberg, the representative of the German bondholders of the Rockford, Rock Island and St. Louis Railroad Company, bought this insolvent railroad at master's sale, under the decree of the United States Circuit Court here, agreeing to pay therefor some \$3,000,000, partly in cash and the remainder in bonds of the company, to be received at a certain percentage to be fixed by the court. At the time of the sale \$200,000 in cash was paid down, and since that time large additional sums have been paid in. The officials of the court have been occupied for the last two or three months in examining and taking an account of the bonds turned in by the purchasers, and yesterday the report of Mr. Bishop, Master in Chancery, fixing the amounts and the percentage to be allowed, was approved by the court. A decree was thereupon entered by Judge Drummond, by which it appears that there is still due from Mr. Osterberg the sum of \$220,844 57 on the purchase. This he is to be allowed to retain, at 6 per cent interest, until April 1, 1876, and on its payment he is to become possessed of the road absolutely. In the meantime he is to retain the custody and control of the railroad, reporting monthly on the business done by him. In accordance with the decree, he yesterday filed a bond in \$50,000 for the due performance of his part of the contract. The proceedings are reported in full in our Court Record.—*Chicago Inter-Ocean, Jan. 29.*

The Boston Journal says that the almost unanimous vote by which the new Board of Directors of the Eastern Railroad were chosen shows that the stockholders have the fullest confidence in their integrity and faithfulness. The new members are Mr. G. S. Morrison of New York, the railroad expert who made an investigation of the affairs of the road and an estimate of its value and prospects as the agent of the Baring Brothers of London; Mr. Onslow Stearns of Concord, N. H., is the President of the Old Colony Railroad, and he, together with Mr. J. S. Ludlow of Lowell, were put upon the ticket at the request of the creditors. Mr. George W. Gill of Worcester is a gentleman well known in political circles, and a large stockholder in the corporation. The whole ticket was selected and agreed upon by a conference between the bondholders and the stockholders.

The Harlin & Hollingsworth Company, of Wilmington, Delaware, on the 6th inst., successfully launched the iron steamer Algiers, designed for Morgan's line between New Orleans and Morgan City. The dimensions of the steamer are: Length, 275 feet; width of beam, 38 feet; depth of hold, 22 feet. This steamer will be hurried to completion for delivery during the latter part of March. Another steamer of the same dimensions as the Algiers is now upon the ways, and will be launched soon. Both are being constructed in the strongest manner, and in the most approved style of art. They will be schooner rigged, and will be furnished with all the appliances for safety and comfort.

Railroads of Wisconsin.

The following compilation of the Report of the Railway Commissioners of Wisconsin for the year 1875 is from the *Chicago Railway Review*:

The total length of railways reported was 4,875, 26 of main line and branches. The mileage of total lines operated was 2,565.73. Total length of sidings (exclusive of sidings of the Chicago, Milwaukee and St. Paul and the Chicago and Northwestern Railroads) 86.39 miles. The total mileage of double track one-half mile. Up to Jan. 1, 1876, the total of miles laid with steel rail was 599.10; miles laid with steel in Wisconsin, 212.60. The weight of the steel rail is 60 pounds per yard. Of the iron rail, 35 pounds on the Galena and Southern Wisconsin, 45 to 56 on the other less important lines, and 50, 56 and 60 on the greater roads. But twenty miles have been added by construction during the year. The addition was made by the Wisconsin Central Company, as the first section of their new line from Stevens Point to Portage City. The lines reported have a gauge of 4 feet 8 1/2 inches, except the Galena and Southern Wisconsin, of which the gauge is 3 feet.

The corporations doing business in Wisconsin (the Wisconsin Central, the Madison and Portage, and the Wisconsin Valley not included) reported a total capital stock on Dec. 31, 1874, of \$83,873, 997 82, or \$16,998 88 for each mile owned and operated. The amount on the 30th of June, (the Milwaukee, Lake Shore and Western, West Wisconsin, Chippewa Falls and Western, and Superior and St. Croix not reporting) was \$88,802,597 82. Allowing the amounts chargeable to the companies reporting in 1874, but not in 1875, to remain the same as at the former date, the total June 30, 1875, is \$92,299,597 82, or \$18,932 24 per mile of road—the Wisconsin Central not being included in either count. The funded debt of companies reporting June 30, 1875 (the Milwaukee, Lake Shore and Western, Superior and St. Croix, Chippewa Falls and Western, and Wisconsin Central not included) was \$75,629,360. The proportion of this debt belonging to Wisconsin, estimating that of the Chicago and Northwestern and Western Union was \$39,266,288 52. The total unfunded debt June 30, 1875 (debt of Chicago and Northwestern, Milwaukee, Lake Shore and Western, Superior and St. Croix, Chippewa Falls and Western, and Wisconsin Central not included) was \$4,549,164 11. The total reported funded and unfunded debt was \$80,178,464 11. The total of stock and debt on June 30, 1875, was \$168,878,127 58. The total interest paid during the year ending June 30, 1875, is \$1,565,249 34, of which \$1,981,273 49 was paid by the Chicago, Milwaukee and St. Paul Co., and \$2,280,439 68 by the Chicago and Northwestern.

During 1874, there were in the United States at one time 122 roads in default for non-payment of interest, the amount of bonds on which such default has been made amounting to \$567,824,639. In that list of 122 there were two Wisconsin roads—the Milwaukee, Lake Shore and Western and the Shreboyan and Fond du Lac. During the first portion of 1875 the unfavorableness of the season and the low price of cereals had the effect to reduce the amount of freight business done on our roads below the average of previous years. But the business of the whole year has undoubtedly been considerably above the amount done in 1874. As might have been anticipated, the prices of railroad securities have also been greatly depressed. Many things (say the Commissioners, who exhibit a plentiful lack of knowledge in regard to the effects of the Potter law) had conspired to destroy all faith in railroad investments; so that, while the bonds of promising roads were a drug in the market, the bonds of new companies, however well organized and how much soever the projected roads were needed, have commanded no purchasers. Indeed, public confidence had gone so far out of capitalists and people that the proposition to sell new stocks at any price was calculated to provoke ridicule. This condition

of things was aggravated in the first half of 1875 by quite a general decline in earnings, partly due to business depression generally and low prices of agricultural products, and partly to the activity of competition between roads, especially between the great trunk lines connecting the West with the sea-board. Railroad bonds, though considerably depressed, have in general, where well secured upon important roads, held the confidence of owners to a good degree. Still, they, too, have necessarily felt the influence of the numerous failures to pay interest, and have suffered correspondingly. They seem to have reached the lowest point in the early summer, and since that have gradually improved.

The number of tons moved in 1874-5 was 5,920,494, the West Wisconsin and M., L. S. and W. not being reported. The number moved in 1873 was 5,223,948, and in 1874, 5,019,388. Allowing the roads above named their tonnage of 1874, the number of tons moved in 1874-5 was greater than in 1874 by 1,112,920 tons. The tons of freight carried one mile in 1874-5 was 760,850, 158, of which 232,530,091 tons were moved by the Chicago, Milwaukee and St. Paul, and 454, 546,468 tons by the Chicago and Northwestern. The gross earnings on all the lines reported June 30, 1875, estimating the M., L. S. and W. the same as last year, amounts to \$23,387,400 23—of which the C. M. and St. P. earned \$7,464, 238.68, and the C. and N. W. \$12,597,094 61. The total earnings of the Wisconsin lines amounted to \$4,946,687 26. This is a decrease as compared with 1874 of \$2,218,182 65 on the total operated, and of \$818,313 52 on the total business done in Wisconsin. Of the \$23,387,400 23 gross earnings for 1874-5, \$15,771,268 10 was from freight, \$5,625,281 07 from passengers, and \$1,990,851 06 from other sources. The net earnings of the total lines (4,875 26 miles for the year ending June 30, 1875) were \$8,066,723 03, or \$1,624 63 per mile. The total net earnings to be credited to Wisconsin was \$2,018,226 50, or \$786 61 per mile of Wisconsin road. The average net earnings per mile (total mileage of 4,875 26 miles) were \$0.00707; the average net earnings per passenger per mile, \$0.0035. As the data for these calculations are not complete, the figures should be considered only a close approximation to the exact amount. But two companies, the Chicago, Milwaukee and St. Paul and the Chicago and Northwestern, have paid dividends for some years past, and neither of these paid any dividend last year.

Northern Pacific Railroad.

From a circular just issued by Mr. C. B. Wright, the President of the Company, we learn that in April, 1875, a receiver was appointed, and in June following the bondholders created a committee of their own number, which prepared a plan for reorganization, under which, on the 29th of September last, the said committee became the purchasers at a judicial sale, and the assenting bondholders preferred stockholders, who elected their own board of directors, who now manage and control the company. The road is in operation from Lake Superior to the Missouri river, 450 miles. At the Red river it connects, by lines of steamers, with the Canadian province of Manitoba. Its traffic is said to give good promise for the future. The Pacific Division is in operation from the Columbia river to Tacoma, the terminus on Puget Sound, a distance of 105 miles. At Tacoma coast steamers and the steamers navigating the Sound connect with trains running south to Columbia river, near the city of Portland, Oregon. The traffic on both divisions in 1875 shows gross receipts of the 555 miles of completed road of \$618,590. The net income was \$152,140. Each mile of the road built has been accepted by

the Government, and this entitles the company, under the charter, to 10,800,000 acres of land. This land the company is selling to settlers at prices which thus far average about \$5 per acre. It is intended that the work of construction shall be resumed the present season. The equipment of the road is reported good, requiring no immediate expenditure in that direction. Nine-tenths of the bonds issued have been surrendered under the plan of reorganization, and are being converted into preferred stock. The small amount outstanding is gradually coming in. By May next it is believed the company will have 555 miles of equipped railroad, free from a bonded or floating debt, in operation. The certificates of preferred stock are now being issued in exchange for the 7.3 bonds at the rate of \$1,400 for every \$1,000 of the principal of the bonds, which includes interest thereon to July 1, 1878. This preferred stock is receivable at par for the company's lands east of the Missouri river. The preferred stock will be entitled to dividends at the rate of eight per cent per annum before the common stock is permitted to participate in dividends to any extent.

Railroads of Illinois.

From the Report of the Railroad and Warehouse Commissioners of the State of Illinois for the year ending June 30, 1875, we learn that there were at that date of main line and branches within the State 7,109 miles. During the year closing June 30, 1875, 331 miles of main line and branches had been opened for business, exclusive of other roads in process of construction. There are but few miles of double track in the State. Nearly all the roads are provided with telegraph facilities; and it is claimed by railroad managers that with these, and good sidings, business can be transacted with nearly equal safety and dispatch, and at very greatly reduced expense.

Of the 331 miles of road opened during the year, 324 miles are main track, built by the following companies:

	Miles.
Cairo and St. Louis.....	56 1/2
Chicago, Danville and Vincennes.....	21
Chicago and Pacific.....	50
Chicago and Paducah.....	28
Illinois Midland.....	78
Paris and Danville.....	38
Baltimore, Pittsburgh and Chicago.....	6
Springfield and Northwestern.....	47
Total.....	324 1/2

The remaining 6 1/2 miles are attributed to corrected measurement, and road not previously reported.

Of the 50 companies reporting, all have the common gauge except the Cairo and St. Louis, which has a gauge of three feet.

The freight receipts of the entire line during the year amounted to \$71,575,583, against \$68,026,905 23 during the previous year, an increase of \$3,548,677 77.

The passenger receipts during the same time were \$26,992,493 31, against \$23,078,894 59 during the previous year, an increase of \$3,913,598 72.

The total earnings during the year amounted to \$105,945,788 59, against \$96,816,868 18 for the previous year, an increase of \$9,128,920 41.

The Chicago, Burlington and Quincy Railroad, alone, reported an increase in passenger receipts of \$1,104,909 73, and in freight receipts \$2,216, 096 28.

The average sum earned on each mile of road operated during the year, as reported to the

Board, was \$7,010 23, against \$7,541 in the preceding year, a decrease of \$530 77.

The earnings vary from \$20,046 29 on the Michigan Central, to \$701 30 on the Louisville, New Albany and St. Louis.

The cost of operating each mile of road, during the year, has amounted to \$4,349 24, against \$4,804 75 the preceding year, a decrease of \$455 51. This economy of management has effected a saving to the companies of more than \$6,000,000. The operating expenses have consumed 73 per cent of the gross earnings.

The operating expenses per mile vary from \$13,404 79 on the Michigan Central, to \$729 25 on the Chicago and Illinois Southern.

The amount of net earnings on all the roads is \$35,181,844 16, an increase over the preceding year of \$4,561,410 76.

The net earnings per mile are stated at \$2,322 89, being a decrease of \$59 35 as compared with the previous year.

The net earnings vary from \$7,036 88 per mile on the Pittsburg, Fort Wayne and Chicago, to \$142 24 on the Indianapolis, Bloomington and Western.

The Secretary of the Board, in his resume of the Report, of which the above is an abstract, says there seems to be in several places in the report a discrepancy in stating an increase of business, and at the same time a decrease of business per mile of road, and a decrease of business in Illinois, and then adds:

A more careful examination of the report shows the reason for all of these seeming discrepancies. The chief cause of this increase of business is, that about 2,000 miles of road have been added to that reported last year. Most of this increase in mileage lies without the State, but owned and operated by our own corporations. Almost all of it is new road, through a sparsely settled country, and doing but little business per mile, and in averaging the business reduces the gross receipts per mile. A reference to the report of the Chicago, Rock Island and Pacific Railroad Company shows this operation of thus averaging the business. That company report their gross receipts per mile at \$11,035, including all their road in this and adjoining States. They report that "the miles of railroad in Illinois is 29 per cent of the entire railroad owned by the company." They further report that the "earnings in Illinois are estimated at 51 per cent of the entire earnings of the road." This is equivalent to saying that each mile in Illinois earned over \$19,400, and the remainder of their road in the western states earned, on an average, about \$7,600 per mile.

The same calculation would show a similar result on the Chicago and Northwestern and the Chicago, Burlington and Quincy Railroads, whose miles of road in this State are of far greater value to them per mile than in the adjoining States.

This statement also applies to several other roads, and will explain the apparent discrepancies in the returns of many of the roads, and in the amount of business reported, as compared with the returns of former years; as also in the reports of gross and net earnings, as thus compared.

We have no doubt that the business in Illinois has been larger than ever before, but it has been spread out over more miles of road and reduced in the report by averaging, as shown above.

The Chicago, Rock Island and Pacific paid a dividend of eight per cent on its entire stock, and the Chicago, Burlington and Quincy ten per cent on its entire stock. The Lake Shore and Michigan Southern paid a dividend of ten per cent on its preferred stock, and three and a quarter per cent on its common stock. The Pittsburg, Fort

Wayne and Chicago paid a dividend of seven per cent on its preferred and common stock. The Ohio and Mississippi paid a dividend of seven per cent on its preferred stock. The Chicago and Alton paid a dividend of ten per cent on its preferred and common stock. The St. Louis, Alton and Terre Haute paid a dividend of 3 per cent on its preferred stock. The Illinois Central paid a dividend of 8 per cent on its common stock. The total amount of dividends paid was \$11,408,325, of which \$937,876 was on preferred stock. The eight roads mentioned represent \$169,485,707 of stock. The amount of stock upon which no dividend was declared is \$174,266,326.

Nineteen companies report an investment of \$743,467 54 in new equipment during the year as follows:

Chicago and Alton.....	\$35,701 75
Chicago, Burlington and Quincy.....	131,790 58
Chicago and Iowa.....	43,600 00
Chicago, Milwaukee and St. Paul.....	58,934 50
Chicago and Northwestern.....	38,759 06
Chicago, Pekin and Southwestern.....	13,444 06
Chicago, Rock Island and Pacific.....	44,481 85
Evansville, Terre Haute and Chicago.....	17,000 00
Illinois Central.....	52,514 15
Indianapolis, Bloomington & Western.....	850 00
Lake Shore and Michigan Southern.....	109,018 24
Michigan Central.....	28,953 74
Ohio and Mississippi.....	2,082 07
Peoria, Pekin and Jacksonville.....	360 72
Pittsburgh, Cincinnati and St. Louis.....	18,245 80
Pittsburgh, Fort Wayne and Chicago.....	883 45
Sycamore and Cortland.....	9,000 00
Toledo, Wabash and Western.....	81,301 89
Western Union.....	69,545 68

\$743,467 54

From the returns made to the board, it appears that 1,315 miles out of 5,081 miles, or about 26 per cent of the entire main lines of the companies, are laid in steel. This is an increase of 518 miles in the last year.

A careful estimate shows the amount of passenger and freight business done on the lines of road within the State during the year to be equivalent to transporting 334,115,234 passengers one mile, and 1,549,118,013 tons of freight one mile. In the transaction of the above business, 16 passengers were killed and 36 injured, 61 employees were killed and 350 injured, and 109 "other persons" were killed and 182 injured—the latter through their own carelessness, inattention or misconduct.

Syracuse, Geneva and Corning Railroad.

At a meeting of the directors of the Syracuse, Geneva and Corning Railroad Company, held at the office of the Fall Brook Coal Company, in Watkins, some time since, the route of the proposed new road, which will connect Corning on the Erie, with Geneva on the New York Central, was established by a vote of ten to two, on what is known as the eastern survey line, via: Post Creek, Beaver Dams, Townsend, Watkins, Dundee, Himrods and Dresden. Northward from Watkins the route will pass between Rock Stream and Reading Centre to Dundee, and thence in a right line to Geneva, crossing the Northern Central at Himrods. The directors of the road are: Edward Manson, Bradford; Hon. Charles B. Walker and Stephen T. Hayt, Corning; E. D. Worcester, New York; William T. Hamilton, Frank Hiseok and Patrick Lynch, Syracuse; General George A. Magee, Daniel Beach and John Lang, Watkins; D. A. Ogden, Penn Yan; and Alonzo H. Gorton and Alexander Olcott. It is the intention of the directors to have the road completed by the 1st of next September.

By this new road the bituminous coal fields of

Tioga county, Pa., will be brought within 100 miles of the central part of our State, at Geneva, the distance from Corning being fifty-seven miles. Sodus point, whence distribution on the lakes and to Canada would occur is about thirty miles from Geneva. Newark, lying between, about fourteen miles from Geneva, is a point where the air line of the New York Central and Hudson River Railroad might receive its supplies of coal. The mutual interest of the New York Central Railroad and the owners of the Blossburg mines in this new road is thus apparent. The attention of our merchants is invited to this road, because it will be likely to interrupt the monopoly of Tioga county trade by introducing Syracuse as a competitor. A connection of Syracuse with Antrim, in Tioga county, Pa., and Pittsburg with Driftwood, on the Philadelphia and Erie Railroad, would leave but a short gap between Antrim and Driftwood to be spanned to enable Syracuse to secure the trade of the counties in Pennsylvania south of Olean—trade, through former associations, tending eastward. The importance of finishing our own Rochester and State Line and Rochester, Nunda and Pennsylvania Railroads is thus indicated, and the question arises: if other roads, with less local traffic and less favorable terminal prospects are deemed advisable by good judges, why not push ours to completion?—*Coal Trade Journal*.

National Railroad Company.

The charter of the National Railroad Company, which was incorporated by the act of 1872, chapter 378, and numbered among its incorporators Henry D. Cooke, of Jay Cooke & Co., and A. R. Sheppard, of Washington, D. C., having lapsed through failure of the company to comply with some of the conditions of the act, Senator Brewer has obtained leave to introduce a bill into the Maryland Legislature to revive it. The act of 1872 provided for the road to run between Washington and Harrisburg, through or near Brookville, Montgomery county. The new charter will provide that the road may connect with any roads in Pennsylvania, not giving it any specific terminus. It is said the intention is to connect it with the Frederick and Pennsylvania Line Railroad running from Frederick to Littlestown, and also to connect it with the contemplated Harrisburg and Potomac Railroad.

137 A decision was rendered in favor of the Westinghouse air brake patents, in the U. S. Circuit Court at Cleveland, Ohio, on the 6th inst., by Judge Weller. The Judge sustained the validity of the Westinghouse patents on all the claims, twelve in number, against the Gardner & Ransom Air Brake Company, holding that the defendants had infringed on the claim, and he ordered an injunction and account. Justice Swayne concurred in the decision.

138 The value of articles exported from Philadelphia during the month of January amounted to \$3,496,484, an increase of \$1,849,391 over the value of the shipments during January, 1875. Among the principal articles shipped were 4,206,069 gallons petroleum, 2,800,204 pounds cotton, 2,341,175 do. oil cake, 5,894,382 do. bacon and hams, 1,751,075 do. lard, 1,229,071 do. tallow, 237,506 do. tobacco leaf, 137,125 bushels wheat, and 849,673 do. of corn.

139 It is expected that the Scioto Valley Railroad will be in running order to Circleville, Ohio, on the first day of March.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend Payable.
Albany and Susq.	100	J. & J.	Jan. '76 34	Long Island.	50	M. & S.	May '73 10a	Vermont and Mass.	100	A. & O.	Oct. '75 2
Allegheny Valley.	60	J. & J.	July '75 3	Louisv., Cin. and Lex.	50	J. & J.	July '69 3	Warren (N. J.)	1,800,000	J. & D.	Dec. '75 3
Atlantic and West Point.	1,235,200	J. & J.	July '75 3	" " pref.	50	J. & J.	July '74 44	Warwick Valley.	100	A. & O.	Apr. '72 34
Atlantic and Gulf.	1,035,200	M. & N.	Nov. '73 34	Louisville & Nashville.	100	F. & A.	Feb. '74 4	Westchester & Phil. pref.	821,300	J. & J.	Jan. '76 4
Atlantic and St. Law.	39,494,900	M. & S.	Sept. '75 3	Louisv., N. Alb. & Ohl.	100	J. & D.	Dec. '70 2	West Jersey.	1,559,750	F. & A.	Feb. '74 4
" " new 1870-100.	1,500,000	M. & S.	Sept. '75 3	Lowell and Lawrence.	100	A. & O.	Aug. '75 3	Winchester & Potomac.	180,000	J. & J.	Jan. '76 3
Avon, Genesee & M. M.	100	A. & O.	Jan. '76 5	Lykens Valley.	100	F. M. A. N.	Aug. '75 24	Winchester & Strasburg.	500,000	J. & J.	July '75 34
Baltimore and Ohio.	19,151,902	M. & N.	Nov. '75 5	Macon and Western.	100	J. & J.	July '75 3	Worcester and Nashua.	1,789,800	J. & J.	Jan. '76 34
Washington Br.	1,550,000	A. & O.	Apr. '76 5	Maine Central.	100	M. & N.	Nov. '75 5				
Berkshire.	600,000	quarterly	Jan. '76 12	Manchester and Law.	1,000,000	M. & N.	Nov. '75 5				
Boston and Albany.	20,000,000	J. & D.	Dec. '72 34	Marquette & Cincinnati.	50	M. & S.	Sep. '66 30				
Bor., Cin. & Fitch. pref.	1,172,000	M. & N.	Jan. '76 3	" " 1st pref.	50	M. & S.	Sep. '66 30				
" " guar.	60,000	J. & D.	Dec. '76 3	" " 2d pref.	50	M. & S.	Sep. '66 30				
Boz. Cong. & Mont. pref.	800,000	M. & N.	May '75 3	Massachusetts.	100	F. & A.	Feb. '75 3				
Boston and Lowell.	3,200,000	J. & J.	Jan. '76 3	Memphis & Charleston.	25	J. & D.	Jan. '69 8				
Boston and Maine.	9,921,274	M. & N.	Nov. '78 4	Michigan Central.	18,733,200	J. & J.	Jan. '73 4a				
Boston and Providence.	4,000,000	M. & N.	Nov. '75 4	Mill Creek & Minehill.	50	J. & J.	Jan. '76 5				
Buffalo, N. Y. and Erie.	960,000	F. & A.	Aug. '74 34	Milwaukee and St. Paul.	15,939,221	F. & A.	Dec. '70 7a				
Burlington and Mo. Riv.	9,241,203	M. & S.	Sept. '75 5	" " pref.	100	F. & A.	Aug. '74 34b				
" " pref.	1,485,900	M. & S.	Sept. '75 5	M. Hill & Schuyler.	50	J. & J.	Jan. '76 34				
Camden and Amboy.	5,847,800	quarterly	Jan. '76 24	Morris and Essex.	50	J. & J.	Jan. '76 34				
Camden and Atlantic.	50	quarterly	Jan. '76 2	Nashua and Lowell.	100	M. & N.	Nov. '74 4				
" " pref.	50	quarterly	Jan. '76 2	Naugatuck.	1,882,900	F. & A.	Aug. '75 3				
Cape Cod.	1,020,880	J. & J.	Jan. '73 24	Nesquehoning Valley.	1,000,000	M. & S.	Sep. '75 5				
Cape May and Millville.	447,000	J. & D.	June '75 3	Newark and N. York.	977,400	J. & J.	Jan. '75 34				
Canaan and Foggale.	426,900	Novemb.	Nov. '71 6	N. Bedford.	1,078,500	M. & N.	Nov. '75 4				
Catawba.	1,159,500	M. & N.	Nov. '75 24	N. Castle & Beaver Val.	1,800,000	quarterly	Oct. '75 24				
" " pref.	2,200,000	M. & N.	Nov. '75 24	N. Haven & Northamp.	600,000	quarterly	Oct. '74 3				
Chesapeake and Susq.	689,116	F. M. A. N.	July '76 41	New Jersey.	1,235,200	quarterly	Jan. '76 24				
Cedar Rapids & Mo. R.	6,850,400	F. & A.	Feb. '76 51	New London Northern.	1,418,800	quarterly	Jan. '76 2				
" " pref.	760,000	F. & A.	Feb. '76 51	N. Y. Cen. & Hudson R.	9,503,380	quarterly	Jan. '76 2				
Central of Georgia.	4,666,800	J. & J.	July '75 3	" " pref.	1,500,000	J. & J.	Jan. '76 4				
Central of New Jersey.	20,000,000	quarterly	Jan. '76 24	N. Y. N. H. & Harf.	15,500,000	J. & J.	Jan. '76 6				
Central Ohio.	2,425,000	J. & D.	Dec. '75 3	N. Y. Prov. & Boston.	1,000,000	quarterly	Jan. '76 24				
" " pref.	400,000	A. & O.	Dec. '75 3	Nag. Bridge & Canand.	4,900,000	J. & J.	Jan. '76 8				
Central Pacific.	54,725,500	A. & D.	Oct. '75 4g	North Carolina.	96,000	M. & N.	Jan. '73 3				
Chenango.	380,000	quarterly	July '75 14	N. Eastern (S. C.) pref.	3,896,500	F. & A.	Feb. '67 4				
Cheshire, preferred.	1,155,300	J. & J.	July '76 2	North Pennsylvania.	6,842,000	F. & A.	Feb. '76 3				
Chicago and Alton.	9,929,900	M. & S.	Sept. '76 4	Northern Central.	2,008,400	M. & N.	July '74 34				
" " pref.	2,425,400	M. & S.	Sept. '76 4	Northern N. Hampsh.	1,000,000	J. & D.	July '75 24				
Chicago, Burl. & Quincy.	10,939,910	M. & S.	Sept. '76 3	Northern New Jersey.	2,604,400	J. & J.	Jan. '76 5				
Chicago, Iowa & Nebras.	2,916,200	J. & J.	Jan. '76 8	Norwich Worcester.	2,077,000	J. & J.	Jan. '76 2				
Chicago & N. Western.	14,944,800	J. & D.	Dec. '72 34	Ogdensb. & L. Champl.	2,000,000	A. & O.	Oct. '75 4				
" " pref.	21,485,653	J. & J.	July '75 34	" " pref.	20,000,000	quarterly	Mar. '75 34				
Chicago, R. I. & Pacific.	20,000,000	A. & O.	Oct. '75 4	Ohio and Mississippi.	2,000,000	J. & D.	Mar. '75 34				
Cin. Ham. & Dayton.	5,600,000	A. & O.	Apr. '76 3	Oil Co. & Allegheny R.	4,289,450	quarterly	Jan. '74 3				
Cin. Sand. and Clev.	2,980,550	M. & N.	Nov. '72 10a	Old Colony.	6,733,800	J. & J.	Jan. '76 3				
" " pref.	415,150	M. & N.	Apr. '76 3	Oswego and Syracuse.	482,400	F. & A.	Aug. '75 4				
Clev. Col. Cin. & Ind.	14,991,278	F. & A.	Feb. '76 8	Pacific of Missouri.	2,625,750	quarterly	Jan. '75 14				
Cleveland & Mahoning.	2,057,590	M. & N.	May '74 34	Panama.	7,000,000	quarterly	Jan. '76 3				
Cleveland & Pittsburg.	11,236,150	F. M. A. N.	Feb. '76 11	Paterson and Hudson.	622,000	J. & J.	Jan. '76 4				
Col. Chic. & Ind. Cen.	13,000,000	M. & S.	Feb. '76 11	Paterson and Newark.	250,000	J. & J.	Jan. '76 4				
Columbus and Xenia.	1,780,800	M. J. S. D.	Dec. '75 2	Paterson and Ramapo.	243,000	J. & J.	Jan. '76 4				
Colum. & Hocking Val.	2,500,000	F. & A.	Feb. '76 4	Pemb. & Hightstown.	342,150	J. & J.	Jan. '76 4				
Concord.	1,600,000	M. & N.	Nov. '75 5	Pennsylvania.	68,144,475	quarterly	Feb. '75 2				
Concord and Fort.	350,000	J. & J.	Jan. '76 34	Peoria & Bureau Val.	1,200,000	F. & A.	Aug. '75 4				
Conn. & Passump. Riv.	2,100,000	F. & A.	Feb. '75 3	Philadelphia and Erie.	6,004,300	J. & J.	July '74 4				
Connecticut River.	2,100,000	J. & J.	Jan. '76 4	" " pref.	2,400,000	J. & J.	Dec. '75 3				
Cumberland Valley.	1,292,950	A. & O.	Oct. '76 5	Phil. Ger. & Norristown.	1,625,250	M. J. S. D.	Dec. '75 3				
" " 1st pref.	241,900	A. & O.	Oct. '76 5	Philadelphia & Reading.	32,735,775	quarterly	Jan. '76 24				
" " 2d pref.	243,000	A. & O.	Oct. '76 5	" " pref.	1,551,800	quarterly	Jan. '76 24				
Danbury and Cornwall.	600,000	quarterly	Dec. '75 14	Phila. and Trenton.	1,259,100	quarterly	Jan. '76 24				
Delaware.	1,230,950	J. & J.	Jan. '76 3	Phila. Wil. & Balt.	11,556,250	J. & J.	Jan. '76 4				
Del., Lackaw. & Westn.	23,800,000	quarterly	Jan. '76 24	Pittsb., Ft. W. & Ohl.	19,714,225	quarterly	Jan. '76 11				
Detroit & Milwaukee.	822,140	M. & S.	Dec. '69 7	" " Special Imp.	2,000,000	quarterly	Jan. '76 11				
Dubuque & Sioux City.	5,000,000	J. & D.	Dec. '75 3	Pittsfield & N. Adams.	460,000	J. & J.	Jan. '76 3				
East Pennsylvania.	1,509,300	J. & J.	Jan. '76 2	Portland and Kennebec.	616,700	J. & J.	Jan. '76 3				
East Mahoning.	392,950	J. & J.	Jan. '76 2	Portland and Kennebec.	202,400	A. & O.	Apr. '72 3				
Eastern (Mass.)	4,997,900	J. & J.	July '73 3	Portl., Sauc. & Portam.	1,600,000	J. & J.	July '75 5				
Eastern (N. H.)	492,500	J. & J.	July '73 3	Providence & Worcester.	2,000,000	J. & J.	Jan. '76 4				
Elmira, Jef. & Canand.	500,000	F. & A.	Aug. '74 24	Raleigh and Gaston.	1,000,000	J. & J.	July '76 1				
Elmira & Williamsport.	500,000	M. & N.	Nov. '75 24	Rensselaer & Saratoga.	6,000,000	J. & J.	Jan. '76 4				
" " pref.	500,000	J. & J.	Jan. '76 34	Roch. & Genesee Val.	555,300	F. & A.	July '75 5				
Erie Railway.	78,000,000	quarterly	Oct. '73 1	Rome, Water. and Ogd.	2,998,900	J. & J.	July '76 8				
" " pref.	8,536,910	quarterly	Oct. '73 34	Rutland.	2,479,700	F. & A.	July '76 8				
Erie and Pittsburgh.	1,090,250	M. J. S. D.	Dec. '75 14	St. Croix and Penobscot.	4,108,700	F. & A.	Feb. '71 34				
Fitchburg.	4,000,000	J. & J.	Jan. '76 4	St. L., Alt. & T. Hauke.	100,000	J. & J.	July '75 2				
Georgia.	4,200,000	A. & O.	July '75 4	" " pref.	2,040,000	July.	July '74 3				
Great Western, (Ca.)	19,237,404	F. & A.	Aug. '74 14	St. L., Mt. & South'n.	12,448,950	F. & A.	Feb. '74 3				
Maumee & St. Joseph.	4,151,700	F. & A.	Aug. '70 34	St. L., Kan. C. & North'n.	14,000,000	quarterly	Nov. '72 24				
" " pref.	5,078,224	F. & A.	Aug. '70 7	" " pref.	12,000,000	quarterly	Nov. '72 24				
Hanover Branch, (Pa.)	110,850	M. & N.	May '76 5	Saratoga and Schenec.	300,000	A. & O.	Apr. '75 34				
Harlem Extension.	4,000,000	quarterly	Jan. '76 2	Schohy Kill Valley.	576,650	J. & J.	Nov. '76 24				
Harrisburg & Lancaster.	1,182,500	J. & J.	Jan. '76 2	Seaboard and Roanoke.	1,161,400	M. & N.	Nov. '76 4				
Houston.	1,180,000	quarterly	Jan. '76 2	Shamokin V. & Pott.	869,450	F. & A.	Aug. '75 3				
Huntingdon & B'd Top.	880,000	quarterly	Jan. '76 2	Shore Line.	995,800	J. & J.	July '76 34				
" " pref.	450,750	J. & J.	July '68 34	South Branch (N. J.)	438,300	J. & J.	Jan. '72 3				
Indiana Central.	20,000,000	F. & A.	Feb. '76 4	South Carolina.	5,819,275	F. & A.	Feb. '72 3				
Indianapolis, Cin. & Laf.	7,885,497	M. & S.	Sept. '67 4	South Western, (Ga.)	3,939,900	J. & D.	Dec. '75 34				
Iowa Falls & Sioux City.	4,025,000	J. & J.	Jan. '76 34	Staten Island.	590,000	J. & J.	July '67 4				
Jacksonville, Md. & Ind.	2,000,000	quarterly	Nov. '75 3	Stockbridge and Pitts.	443,700	J. & J.	July '74 34				
Joliet and Chicago.	1,500,000	quarterly	Oct. '76 3	Stony Brook.	297,800	M. & N.	Nov. '75 3				
Joliet & North Indiana.	300,000	J. & J.	July '75 4	Sunamit Branch.	4,125,000	F. & A.	Aug. '75 3				
Lake Shore & Mich. So.	49,665,500	F. & A.	Feb. '76 2	Sussex (N. J.)	317,670	F. & J.	Jan. '72 24				
" " (guar.)	338,500	F. & A.	Feb. '76 5	Syr., Bingham. & N. Y.	2,004,000	J. & D.	Dec. '75 3				
Lawrence.	480,000	quarterly	Oct. '76 2	Taunton Branch.	590,000	J. & J.	Jan. '74 5				
Leeds and Farmington.	900,000	J. & J.	Jan. '72 3	Terre Haute & Indiana.	1,988,150	F. & J.	July '74 5				
Lewistown & Susquehanna.	7,739,900	M. & N.	May '67 3	Tol., Wab. & West. pref.	1,000,000	M. & N.	May '74 3				
Lights Valley.	21,215,340	quarterly	Jan. '76 24	Troy and Greenbush.	374,400	J. & D.	Dec. '74 3				
Little Miami.	5,871,450	quarterly	Jan. '74 2	Union Pacific.	38,745,000	quarterly	Jan. '76 2				
Little Schuylkill.	2,446,100	J. & J.	Jan. '76 34	Union and Black River.	1,600,000	J. & J.	Jan. '76 3				
				Vermont & Canada.	2,000,000	J. & D.	Jan. '76 34				

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873.....	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,455	397,729	4,948,673
1874.....	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	406,900	.....	.....
Central Pacific:													
1873.....	592,223	571,836	875,763	949,568	1,360,923	1,138,273	1,272,516	1,271,628	1,254,689	1,285,567	1,293,957	1,037,992	12,734,729
1874.....	852,660	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1875.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,618	1,286,940	1,322,557	1,371,739	1,465,615	1,381,765	1,370,334	14,522,814
1876.....	963,933	902,000	1,192,000	1,355,000	1,797,000	1,711,000	1,477,000	1,532,000	1,561,000	1,606,000	1,508,000	1,279,000	16,970,018
1877.....	961,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,166,286
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,859	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,043	550,950	416,544	364,725	5,126,228
Chicago and Northwestern:													
1870.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,269,282	1,306,338	1,037,964	773,494	12,203,408
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.....	714,856	714,123	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873.....	752,468	765,249	967,258	1,034,023	1,256,972	1,309,579	1,249,445	1,316,327	1,520,638	1,516,593	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,635,522	1,011,685	1,118,370	1,254,255	1,407,975	1,665,722	1,030,027	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1870.....	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.....	460,986	387,565	426,293	474,188	580,432	594,769	488,348	565,729	811,961	950,945	602,333	513,787	6,957,771
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	866,709	749,315	704,373	798,859	862,153	694,250	682,283	8,953,017
Clev., Col., Cin. & Ind.:													
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,035	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873.....	363,921	413,043	448,924	513,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
Erie:													
1871.....	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,938	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,387,551	18,136,787
1875.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,089	.....	.....	.....	.....
Illinois Central:													
1871.....	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,722	881,693	696,475	698,063	8,086,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	834,485	797,121	636,039	703,699	8,268,325
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	687,454	711,969	758,536	838,307	668,943	680,435	7,900,731
1875.....	551,534	458,158	586,188	586,716	584,764	599,928	702,784	651,303	737,834	841,432	787,854	682,098	7,892,901
Kansas Pacific:													
1871.....	133,673	152,264	267,411	303,915	306,944	266,086	282,723	333,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,839	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1870.....	899,289	1,003,887	1,168,963	1,177,878	1,099,494	1,042,301	908,397	1,182,303	1,242,956	1,294,124	1,262,917	1,226,727	13,509,236
1871.....	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,584	14,986,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,335,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,400	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,365,892	1,365,986	17,146,131
Marietta & Cincinnati:													
1872.....	155,983	143,995	150,946	146,816	160,819	158,425	152,364	165,800	185,838	207,876	213,299	176,656	2,029,164
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
Michigan Central:													
1871.....	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
1874.....	555,709	438,037	487,871	551,932	559,284	468,908	413,302	484,792	552,484	609,888	525,480	481,568	6,129,555
1875.....	423,475	372,988	513,564	480,280	455,209	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
Ohio and Mississippi:													
1872.....	272,472	239,733	290,710	276,290	290,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873.....	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,664,667
1874.....	266,039	243,167	304,842	298,665	268,807	292,546	282,642	311,140	366,131	382,544	399,575	297,678	3,612,776
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$40,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Current bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	71-72	110
2d Mortgage.....	2,673,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	1889	....	1st Mortgage (Agricultural Br.) ..	400,000	6	Jan. & July.	Boston.	1884	86
Alabama and Georgia:							1st Mortgage (Equalization).....	248,000	7	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation)....	282,000	8	"	"	1890	92
Alabama Central:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1881	90
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889	87 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	115	Consol. Mortgage for \$2,000,000.	965,000	7	Apr. and Oct.	Boston.	1893	103
2d Mortgage.....	2,000,000	7	Apr. & Oct.	"	1888	108 1/2	344,500	6	"	"	1893	....
3d Mortgage.....	434,000	7	May & Nov.	"	1881	101	Boston, Hartford and Erie:						
Albany Loan.....	633,000	6	"	"	1895	....	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Alexandria and Fredericksburg:							1st Mortgage (Berdeley).....	16,000,000	7	Jan. and July.	New York.	1900	19 1/2
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage, guar. by Erie.....	5,000,000	7*	"	"	1900	19 1/2
Allegheny Valley:							Mass. L. (sec'd by \$4,000,000 Ber.)	5,000,000	7*	"	Boston.	1899	....
General Mortgage.....	3,967,000	7 1/2	Jan. & July.	New York.	1896	97 1/2	Boston and Lowell:						
Special Mortgage to Penn.....	3,500,000	6	January.	Harrisburg.	1900	95	Bonds (Wharf Purchase).....	300,000	8	Apr. and Oct.	Boston.	1879	....
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	Apr. & Oct.	Phil. or Lond.	1900	49	Bonds of 1872 for \$1,000,000....	998,300	7	"	"	1892	98
Funding Income Bonds (guar.)	8,000,000	7*	"	"	1894	....	Boston and Maine:						
American Central:							Bonds of 1893 (coup. and reg.)...	3,200,500	7	Jan. and July.	Boston.	98-99	100
1st Mort., guar. by C. B. & Q.	645,000	8	Jan. & July.	New York.	1878	104	Boston and New York Air Line:						
Androscoggin:							1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	103 1/2
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Providence:						
Arkansas Central (narrow gauge):							Bonds to purchase P. W. & B. R. Rd.	500,000	7	Jan. and July.	Boston.	1893	108 1/2
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Am.	1891	....	Brunswick and Albany:						
Ashtabula, Youngstown & Pitts:							1st Mort. (gold) end. by Ga. tax fr.	3,430,000	6*	Apr. and Oct.	New York.	1905	....
1st Mortgage.....	1,500,000	7*	Apr. & Oct.	New York.	1901	....	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Buffalo, Bradford and Pittsburg:						
Atchison and Nebraska:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1900	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Corry and Pittsburg:						
Atchison, Topeka and Santa Fe:							1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	68 1/2	Buffalo and Erie:						
Land Grant Mortgage (gold).....	3,379,500	7*	Apr. & Oct.	Boston.	1900	65	Mort. bonds (ass'd by L.S. & M.S.)	200,000	7	Jan. and July.	New York.	1882	....
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	"	1902	35	Mort. bonds (" " ")	300,000	7	March & Sept.	"	1886	....
Consol. Second Mort. (gold).....	976,000	7*	Apr. & Oct.	N. Y. or Bos.	1903	94 1/2	Mort. bonds (" " ")	3,000,000	7	Apr. and Oct.	"	1898	104 1/2
Income bonds.....	476,000	12	Jan. & July.	Boston.	....	62	Buffalo and Jamestown:						
Atlanta and Richmond Air Line:							1st Mortgage.....	1,000,000	6*	"	New York.	1902	....
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	....	Buffalo, New York and Erie:						
Atlantic and Great Western:							1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	86
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	....	Buffalo, New York & Phila.:						
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	1st Mortgage.....	2,298,000	6*	Jan. & July.	New York.	1896	....
3d Mortgage (gold) Income.....	23,783,000	7*	May & Nov.	"	1902	....	2d Mortgage for \$1,000,000....	231,500	10	"	"	1893	....
Atlantic and Gulf:							Burlington, Cedar Rapids & Minn.:						
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	1st Mortgage, atg., skg. fund....	5,400,000	7*	May & Nov.	N. Y. & Lond.	1919	43 1/2
1st Mortgage (S. Ga. & Fla. R.R.)	484,000	7	May & Nov.	"	1888	....	1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
2d Mortgage (S. Ga. & Fla. R.R.)	300,000	7	"	"	1889	....	Burlington and Missouri River:						
Atlantic and Lake Erie:							Land and R. R. Mortgage.....	4,661,050	7	Apr. & Oct.	N. Y. & Bos.	1893	108 1/2
1st Mort. (gold) for \$5,000,000....		7*	Jan. & July.	New York.	1901	....	Stock Bonds pref. 3d lien.....	375,000	8	Jan. & July.	Boston.	1878	....
Atlantic, Miss. and Ohio (428 m.):							Stock (common) Bonds.....	308,500	8	Apr. & Oct.	N. Y. & Bos.	1879	106
1st Mortgage for \$15,000,000....	5,470,000	7*	Apr. & Oct.	New York.	1901	....	Stock (common) Bonds.....	315,500	8	Jan. & July.	"	1894	106 1/2
2d Mort. to State (no int. till '80).	4,000,000	....	"	"	....	....	Stock (common) Bonds.....	418,500	8	"	"	1899	....
Atlantic and Pacific:							Burlington and Mo. Riv. in Neb.:						
Land Mortgage gold bonds.....	2,329,000	6*	Jan. & July.	New York.	1888	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bos.	1894	100
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	Bonds convertible until 1892....	600,000	8	"	Boston.	1885	89 1/2
1st Mort. (So. Pac. R.R. assumed)	7,188,500	6*	Jan. & July.	"	1888	61 1/2	Burlington and Southwestern:						
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
1st Mort. (Central Div.) L. G.....	794,000	6*	"	"	1901	....	Cairo and Fulton (Arkansas):						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mort. (R. R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Income Bonds (for funding).....	529,600	6*	"	"	1883	....	Cairo and St. Louis (3 ft. gauge):						
Land Debentures.....	500,000	10	J. A. J. & O.	"	1884	....	1st Mortgage.....	2,500,000	7	Apr. & Oct.	New York.	1901	....
Atlantic and St. Lawrence:							Cairo and Vincennes:						
Sterling bonds (not Mort.) of 1863.	484,000	6*	May & Nov.	"	1878	....	1st Mortgage, gold.....	3,500,000	7*	Apr. & Oct.	N. Y. & Lond.	1909	....
2d Mortgage (sterling) of 1864....	1,500,000	6*	Apr. & Oct.	"	1884	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
3d Mortgage (sterling) of 1871....	718,000	6*	May & Nov.	"	1891	....	California Pacific:						
Portland City Bonds, 1st M., & L.	787,000	6	"	Portland.	1880	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
Bald Eagle Valley:							Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	First Income Bonds.....	1,000,000	10*	"	"	....	....
2d Mortgage.....	100,000	7	"	"	1884	....	2d Income, or double track b'ds	1,600,000	8*	"	"	....	....
Baltimore and Ohio:							Camden and Amboy:						
Loan of 1860-'60.....	579,500	6	Jan. & July.	Baltimore.	1880	103 1/2	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	101
Loan of 1863-'65.....	1,710,000	6	Apr. & Oct.	"	1885	07 1/2	Loan of 1888.....	866,000	6	June & Dec.	Princeton.	1889	100
Loan of 1865-'90 (Balt.) skg. fd.	3,352,247	6	Jan. & July.	"	1890	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	105 1/2
Loan of 1870-'96 (skg. skg. fund).	3,525,456	6*	March & Sept.	London.	1895	....	Sterling Loan, S. F. (£282,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Loan of 1872-1902 (skg. S. F.)...	9,374,112	6*	"	"	1902	....	Camden and Atlantic:						
Loan of 1874-1910 (skg. S. F.)...	9,680,000	6*	May & Nov.	"	1910	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	105
3d Mort. (N. W. Va. R.R.) ass'd	140,000	6	Jan. & July.	Baltimore.	1885	100	2d Mortgage.....	500,000	7	Apr. & Oct.	"	1879	106
Baltimore and Potomac:							Camden and Burlington County:						
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	98
1st Mortgage (R. R.) gold guar....	3,000,000	6*	Apr. & Oct.	"	1911	....	Canada Southern:						
Bangor and Piscataquis:							1st Mort. (skg. fd.) g'd for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	70
1st Mortgage (Bangor loan).....	600,000	6	Apr. & Oct.	Boston.	1899	....	Cape Girardeau and State Line:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	"	1891	....
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. Mtg. Co.													

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.	
				When.	Where.							When.	Where.			
Cedar Rapids & M. Riv. (C. & N.W.):																
1st Mortgage, 1st Div. \$10,000 p.m.		700,000	7	Feb. & Aug.	New York.	1891	...	Chicago, Iowa and Nebraska:		565,240	7	Jan. & July.	Boston.	1890	...	
1st Mortgage 2d Div. \$10,000 p.m.		582,000	7	"	"	1894	94	2d Mort. (now 1st) guar. C. & N.W.		211,500	7	Feb. & Aug.	New York.	1892	...	
1st Mortgage 3d Div. \$16,000 p. m.		2,400,000	7	May & Nov.	"	1910	93	Chicago and Milwaukee Railway:		1,700,000	7	Jan. & July.	New York.	1898	105	
Central Branch Union Pacific:																
1st Mort. (Atch. & Pike's Peak).		1,800,000	8	May & Nov.	New York.	1895	...	1st Mort., guar. by C. & N.W.		477,000	8	March & Sept.	Boston.	1889	...	
2d Mortgage Governm't ac. aid.		1,800,000	8	Jan. & July.	"	1895	...	1st Mortgage		3,500,000	8	Jan. & July.	"	1890	...	
Central of Georgia:																
General Mort. for \$5,000,000		2,287,000	7	Jan. & July.	N.Y. & Savannah.	1893	...	1st Mortgage		1,350,000	8	May & Nov.	"	1891	...	
Mason & West. (Atlanta D.) b'ds		150,000	7	April & Oct.	Savannah.	1880	...	1st Mortgage (on Branch)		1,325,000	8	March & Sept.	"	1892	...	
Central of Iowa:																
1st Mortgage, gold, \$16,000 p. m.		3,700,000	7	Jan. & July.	New York.	1890	...	Chicago, Milwaukee and St. Paul:		4,748,000	7	Jan. & July.	New York.	1892	...	
2d Mortgage, gold, \$4,000 p. m.		925,000	7	April & Oct.	"	1901	...	1st Mort. (Mil. and St. Paul Ry)		1,191,000	7	April & Oct.	"	1894	95	
Central of L. I. (Flush. N. C. & C.):																
1st Mortgage		1,275,000	7	May & Nov.	New York.	1889	...	1st Mort. (Chic. and Mil. Div.)		2,500,000	7	Jan. & July.	"	1894	95	
Central of New Jersey:																
Convertible bonds of 1872		4,775,000	7	May & Nov.	New York.	1902	110	1st Mort. (East. Div. Palmer)		781,500	8	May & Nov.	"	1894	95	
1st Mort. (New) for \$5,000,000		6,000,000	7	Feb. & Aug.	"	1890	115	1st Mort. (Iowa and Minn. Div.)		3,810,000	7	Jan. & July.	"	1897	92	
Newark Branch Bonds		900,000	7	Jan. & July.	"	1887	...	1st Mort. (Minnesota Central)		190,000	7	"	"	1894	...	
Loan of L. C. & N. Co. (au'd)		2,310,000	8	Jan. & July.	Philadelphia.	1897	...	1st Mort. (St. Paul Division)		4,000,000	7	"	"	1902	96	
Consol. Mort. for \$25,000,000		6,083,900	7	Jan. & July.	New York.	1899	111	1st Mort. (Iowa and Dak. Div.)		1,005,000	7	"	"	1899	90	
Central Ohio (B. and O.):																
1st Mortgage guaranteed		2,500,000	8	March & Sept.	Baltimore.	1890	102	1st Mort. (Prairie du Chien Div.)		3,074,000	8	Feb. & Aug.	"	1898	114	
Central Pacific of California:																
1st Mort. 30 years bonds, (gold)		25,781,000	6	Jan. & July.	New York.	1895	106	2d Mort. (")		1,315,000	7	"	"	1898	96	
Convertible 20 years bonds, gold		1,483,000	7	"	"	1888	105	1st Mort. (Hast. and Dak. Div.)		1,850,000	7	Jan. & July.	"	1892	84	
State Aid B'ds (Int. by State) gold		1,500,000	7	"	"	1884	112	1st Mort. (Mil. and Western)		234,000	7	Jan. & July.	"	1891	...	
2d Mort. (Governm't Subsidy)		25,885,000	6	"	"	1895	106	Real Estate Purchase		148,500	7	"	"	1888	...	
1st Mort. (Western Pacific) gold		2,785,000	6	"	"	1899	98	Equipment and Bridge Bonds		245,000	10	June & Dec.	"	1883	...	
1st Mort. (Calif. & Oregon) gold		7,291,000	6	"	"	1888	92	Consol. Mort. for \$35,000,000		1,039,000	7	Jan. & July.	"	1904	86	
1st Mort. (S. Fr. & O. & A.)		600,000	8	"	"	1890	...	Chicago and Northwestern:		1,238,700	7	Feb. & Aug.	New York.	1885	104	
1st Mort. (San Joaquin V.D.) gold		6,090,000	6	April & Oct.	"	1900	91	Preferred sinking fund (193 m.)		3,578,000	7	"	"	1885	107	
Land bonds (Cen. Pac. Co.) gold		9,049,000	6	"	"	1900	98	General 1st Mortgage (193 m.)		740,300	7	May & Nov.	"	1888	104	
Central Vermont:																
1st Mort. Consol. (Vt. Central).		3,000,000	7	May & Nov.	Boston.	1886	10	Funded coupons (193 m.)		146,000	7	Feb. & Aug.	"	1886	90	
2d Mort. Consol. (")		1,500,000	7	June & Dec.	"	1891	4	Green Bay Ext. (26m & 76,000 ac.)		295,000	7	"	"	1885	90	
1st Mort. (Rtan. Sheff. and Ch.)		500,000	7	Jan. & July.	"	1887	45	1st Mort. (Gal. & Chi. U.) 243 m.		1,692,000	7	"	"	1882	108	
Income and Extension Bonds		1,008,400	8	May & Nov.	"	1902	50	Elgin and State Line		132,000	6	Jan. & July.	"	1878	...	
Equipment Mort. (Vt. Central)		1,000,000	8	"	"	1890	50	Mississippi River Bridge		138,000	7	"	"	1884	...	
Equipment Mort. (")		1,000,000	8	"	"	1899	50	1st Mortgage (Peninsula)		328,000	7	March & Sept.	"	1898	102	
Bonds, guar. (Vt. and Canada)		1,000,000	8	Jan. & July.	"	1891	58	Consol. sfg fund (C. & N.W. Ry)		4,277,000	7	F. M. A. & N.	"	1916	101	
Missisquoi R.R. (")		500,000	7	"	"	1891	39	General Consol. Gold Bonds		9,758,000	7	June & Dec.	"	1902	90	
Cent. Vt. (Vt. & Ca. Mort.) b'ds		3,000,000	6	March & Sept.	"	1904	...	1st Mort. S. F. (Madison Exten.)		3,150,000	7	April & Oct.	"	1911	...	
Charleston and Savannah:																
1st Mortgage guar. by State		508,000	8	March & Sept.	Charleston.	1877	...	1st Mort. S. F. (Menominee Ext.)		2,700,000	7	June & Dec.	"	1911	...	
Funded Interest on 1st Mort.		157,400	7	"	"	1889	...	2d Mort. (Mil. & Chi. R. R.) guar.		2,000	7	"	"	1898	...	
Charlotte, Columbia & Augusta:																
1st Mortgage		2,000,000	7	Jan. & July.	New York.	1895	...	1st Mort. (Chic. & Mil. R. W.) guar		1,700,000	7	Jan. & July.	"	1898	105	
Chattanooga:																
1st Mort. guar. by Penna.		500,000	7	April & Oct.	Philadelphia.	1901	...	1st Mort. (Bel. & Md. R.R.) guar		254,000	7	"	"	1888	...	
Cheraw and Darlington:																
1st Mortgage dated Jan. 1, 1871.		141,000	8	April & Oct.	Charleston.	1888	...	Chicago, Portage and Superior:		25,000pm	7	June & Dec.	New York.	1902	...	
2d Mortgage dated Jan. 1, 1889.		75,000	7	Jan. & July.	"	1888	...	1st M. & F. (Ch. & N. Pac. Air-L.)		25,000pm	7	June & Dec.	New York.	1902	...	
Cherry Valley, Sharon and Alb.:																
1st Mort. con. guar. by A. & H. Co.		300,000	7	June & Dec.	New York.	1899	...	Chicago, Omaha and St. Joseph:		.....	8	April & Oct.	New York.	1901	...
Chesapeake and Ohio:																
1st M. (gold) sfg fd for \$15,000,000		15,000,000	6	May & Nov.	New York.	1899	31	1st Mortgage for \$3,000,000		.....	8	April & Oct.	New York.	1901	...
1st Mort. Extension (con. or reg)		4,758,000	7	Jan. & July.	"	1902	...	Chicago and Paducah (C. B. & Q.)		2,304,000	7	Jan. & July.	Boston.	1903	...	
1st Mort. (Va. Con.) guar. by Va.		100,000	6	"	"	1880	...	1st Mortgage \$26,000 p. m. gold		700,000	8	Feb. & Aug.	New York.	1901	...	
2d Mort. (") coupon		918,000	6	"	"	1884	...	Chl. Pekin & Southw'n (C.B. & Q.)		1st Mortgage for \$10,000 per mile	9,000,000	7	Jan. & July.	New York.	1896	109
Income (") coupon		300,000	8	"	"	1876	...	Chicago, Rock Island and Pacific:		1st Mortgage sfg fund	5,000,000	7	May & Nov.	New York.	1889	...
Funded Interest, coupon		160,500	8	"	"	1877	...	1st Mortgage gold (Atchison Br.)		1,000,000	7	June & Dec.	"	1901	...	
Chester:																
Coupon bonds (no Mort.)		773,300	6	Jan. & July.	Boston.	1877-80	96	Chicago, Wisconsin & Canada:		1st Mort. gold, sfg fd for \$410,000	7	Jan. & July.	New York.	1902	...
Chester Creek (Phil. & Balt. Cent.):																
1st Mort. guar. by P. W. & B.		185,000	6	Jan. & July.	Philadelphia.	1903	...	1st Mort. gold, sfg fd for \$410,000		.....	7	Jan. & July.	New York.	1902	...
Chester and Tamarac:																
1st Mortgage		600,000	7	May & Nov.	New York.	1901	...	Chicago and Superior:		1st Mortgage, Mad. & Portage'd	600,000	7	April & Oct.	New York.	1900	...
Chicago and Alton:																
1st Mortgage, pref. sinking fund		77,000	7	May & Nov.	New York.	1877	100	1st Mortgage (gold) for \$6,000,000		.....	7	Jan. & July.	"	1902	...
1st Mortgage		2,385,000	7	Jan. & July.	"	1893	115	Chillicothe and Brunswick:		500,000	8	Jan. & July.	New York.	1894	...	
2d Mortgage Income		1,087,000	7	April & Oct.	"	1883	107	Cincinnati and Baltimore:		322,000	7	Jan. & July.	Baltimore.	1900	100	
Consol. Bonds (\$200 sfg. each)		2,919,900	6	Jan. & July.	London.	1903	...	1st Mort. guar. by B. & O. & M. & C.		1,250,000	7	May & Nov.	New York.	1880	...	
1st Mort. (St. L. J. & C.) assumed		564,000	7	April & Oct.	New York.	1894	101	Cincinnati, Hamilton and Dayton:		500,000	7	Jan. & July.	"	1885	...	
2d Mort. (")		188,000	7	Jan. & July.	"	1898	...	2d Mortgage of 1867		500,000	6	June & Dec.	"	1877	...	
1st Mort. (Louisiana and Mo.)		4,300,000	7	Feb. & Aug.	"	1900	97	3d Mortgage of 1867		500,000	6	June & Dec.	"	1877	...	
Chicago, Burlington and Quincy:																
Trust Mortgage sfg fund		2,589,000	8	Jan. & July.	New York.	1883	115	Cincinnati, Ham. & Ind. (C. H. & D.)		1,846,000	7	Jan. and July.	New York.	1903	...	
Trust Mortgage sfg fund conv.		150,000	8	"	"	1883	...	1st Mort. guar. for \$2,500,000		1,120,000	7	March & Sept.	New York.	1901	8	
Trust Mortgage (Burl. to Peoria)		680,000	7	April & Oct.	"	1890	...	Cincinnati, Lafayette and Chi.		471,000	7	June & Dec.	"	1914	...	
Loan of 1872		3,048,675	6	Jan. & July.	Boston.	1896	108	1st Mortgage		.....	7	March & Sept.	New York.	1901	8
Bonds of 1875, Sinking Fund		462,000	7	June & Dec.	"	1895	88	Consolidated Mortgage		.....	7	June & Dec.	"	1914	...
Consol. Mortgage for \$80,000,000		10,380,100	7	"	"	1903	105	Cincinnati and Martinsville:		1st Mort. guar. by I. C. & L. F.	400,000	7	Feb. & Aug.	New York.	1905	...
1st Mort. (Am. Cen. R.R.) guar.		654,000	8	"	"	1875	104	Cincinnati & Muskingum Valley:		1,500,000	7	Jan. and July.	New York.	1901	...	
1st Mort. (Car. and Burl.) guar.		508,500	8	May & Nov.	"	1879	103	1st Mortgage		.....	7	Jan. and July.	New York.	1901	...
1st Mort. (Dix. Pec. & Han.) guar.		758,000	8	Jan. & July.	"	1889	101	Cincinnati, Richmond & Chicago:		1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	...
1st Mort. (Ill. Gr. Trunk) guar.		933,000	8	April & Oct.	Boston.	1890	104	2d Mortgage		65,000	7	"	"	1889	...	
1st Mort. (Keok. & St. Paul) guar.		864,500	8	"	"	1879	105	Cinc. Rich. & Ft. Wayne (G.R. & I.):		1,800,000	7	June & Dec.	New York.	1921	...	
1st Mort. (O. & Fox Rv.) guar.		1,131,000	8	Jan. & July.	N.Y. & Bos.	1900	...	1st Mortgage gold, guar.		.....	7	June & Dec.	New York.	1890	7
1st Mort. (Pec. and Han.) guar.		571,000	8	"	"	1878	...	Cincinnati, Sandusky and Clev.:		1,072,300	7	June & Dec.	New York.	1890	7	
1st Mort. (Quincy & War.) guar.		758,000	8	"	"	1890	105	1st Mort. (San. Day. & Cin. S.F.)		988,000	6	Feb. & Aug.	Boston.	1900	...	
2d Mort. (Northern Cross) gold.		941,000	4	"	"	1890	...	1st Mort. (San. City and Ind.)		350,000	7	March & Sept.	"	1877	8	
Chicago and Canada Southern:																
1st Mortgage		2,467,000	7	Apr. and Oct.	New York.	1902	...	1st Mort. (Col. Spring. & Cine.)		1,000,000	7	"	New York.	1901	...	
Chicago, Cincinnati and Louis.:																
1st Mortgage		1,000,000	7	Jan. & July.	New York.	1887	...	Cincinnati and Springfield:		2,000,000	7	April & Oct.	New York.	1901	...	
Chicago, Clinton and Dubuque:																
1st Mort. guar. C. B. & Q.		1,500,000	8	June & Dec.	Boston.	1898	...	2d Mortgage		688,250	7	Jan. and July.	"	1902	...	
Chicago, Danville and Vincennes:																
1st Mortgage (Ill. Div.) gold		2,500,000	7	Apr. and Oct.	New York.	1909	...	Cincinnati, Wabash and Mich.:		2,000,000	7	Jan. and July.	New York.	1891	...	
1st Mortgage (Ind. Div.) gold		825,000	7	"	"	1912	...	1st Mortgage for \$16,000 p. m.		.....	7	Jan. and July.	New York.	1891	...
Chicago, Dubuque and Minn.:																
1st Mortgage guar. \$25,000 p. m.		4,425,000	8	June & Dec.	Boston.	1898	25	Clev. Col. Cin. & Indianapolis:		3,000,000	7	May & Nov.	New York.	1899	10	
Chicago and Iowa:																
1st Mortgage		2,200,000	8	Jan. & July.	N.Y. & Bos.	1901	82	1st Mortgage sinking fund		245,000	7	June & Dec.	"	1893	...	
1st Mortgage		2,200,000	8	Jan. & July.	N.Y. & Bos.	1901	82	1st Mort. (C. C. & C. R. R.)		448,000	7	Jan. and July.	"	1893	...	
1st Mortgage		2,200,000	8	Jan. & July.	N.Y. & Bos.	1901	82	1st Mort. (Bell. and Ind. R.R.)		1,000,000	7	June and Dec.	N.Y. or Lond.	191	9	
1st Mortgage		2,200,000	8	Jan. & July.	N.Y. & Bos.	1901	82	Consol. Mortgage for \$7,500,000		740,500	7	Feb. and Aug.	New York.	1893	...	
1st Mortgage		2,200,000	8	Jan. & July.	N.Y. & Bos.	1901	82	Clev. & Mahoning (V. & Gt. W.)		654,500	7	March & Sept.	"	1876	...	
1st Mortgage		2,200,000	8													

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):							Detroit & Bay City (Mich. Cent.):						
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.)	2,830,000	8	May and Nov.	New York.	1902	94 1/2
4th (now 3d) Mortgage guar.	1,096,000	6	"	"	1892	102 1/2	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.	1,487,000	7	May & Nov.	"	1900	108	1st Mortgage for \$22,000 p.m.	1,820,000	8	Jan. & July.	New York.	1891	....
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd b'ds(ass'd by L.S.&M.S.)	1,000,000	7	Jan. & July.	New York.	1890	102	1st Mort. \$10,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
3d Mortgage (")	1,000,000	7	April & Oct.	"	1892	103	2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	"	1891	....
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort. s.f.(ass'd by L.S.&M.S.)	1,595,000	7	Jan. & July.	New York.	1885	106 1/2	1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1896	....
2d Mortgage (")	860,000	7	April & Oct.	"	1886	102	1st Mortgage (on Branches)...	575,000	8	June & Dec.	"	1897	....
Colebrookdale:							2d Mortgage.....	1,350,000	8	Feb. & Aug.	"	1895	44 1/2
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....	1st Mort. (Lonia and Lansing)...	770,000	8	Jan. & July.	New York.	1892	....
Colorado Central (3 ft. gauge):							2d Mort. (")	81,000	8	May & Nov.	"	1890	....
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....	Detroit & Milwaukee (Gt. W. of Ca.):						
Columbia, Chicago & Ind. Cent.:							1st Mortgage, (D. & M.R.)	2,500,000	7	May & Nov.	New York.	1878	....
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	53 1/2	2d Mortgage (")	1,000,000	8	"	"	1879	....
2d Mortgage skg fund.....	5,592,400	7	Feb. & Aug.	"	1900	50	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1876	....
Income convertible.....	3,995,000	7	"	"	1890	....	2d Funded Coup. (")	375,734	7	May & Nov.	"	1876	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1892-95	95	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
2d Mort. (")	344,400	7	Jan. & July.	"	"	....	2d Mort. (")	100,000	7	Jan. & July.	"	1878	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	3d Mort. (")	250,000	8	Feb. & Aug.	"	1890	....
1st M. s.f. (")	39,850	7	May & Nov.	"	1896	....	Bonds of Sept. 1, 1896.....	110,000	7	March & Sept.	"	1890	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Bonds of June 30, 1896.....	1,702,317	6 1/2	Jan. & July.	"	1890	....
2d Mort. (")	321,000	10	May & Nov.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	209,500	7	Jan. & July.	"	1883	....	1st Mortgage Aug. 1, 1896.....	924,000	7	Feb. & Aug.	New York.	1878	100 1/2
2d Mortgage (Ind. Central).....	666,500	7	"	"	1882	....	Dixon, Peoria and Hannibal:						
1st Mort. (Tol. Logansport & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	1st Mort. guar. by C., B. and Q.	753,000	8	Jan. & July.	New York.	1889	101
Income (")	74,024	7	"	"	"	....	Dubuque and Sioux City:						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1905	....	1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	108
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & O.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	78,560	7	Jan. & July.	"	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittab.:						
1st M. on Branch (& 2d on main)	200,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold).....	1,200,000	7	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1898.....	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
New Mortgage for \$1,500,000.....	370,500	7	April & Oct.	Boston.	1893	96	East Brandywine & Waynesboro:						
1st Mortgage sinking fund.....	289,500	6	June & Dec.	"	1876	....	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
Coupon Notes.....	607,500	7	"	"	1876-81	97 1/2	East Pennsylvania (Ph. & Rdg.):						
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	"	1876	90	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	108 1/2
Connecticut River:							East Tennessee, Virginia & Ga.:						
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	89 1/2
Connecticut Valley:							2d Mortgage.....	190,000	4	"	"	1892-97	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
Connecticut Western:							Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
1st Mortgage tax free.....	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Company Bonds (R.T. & Ga., old)	635,000	6	"	"	1890-95	....
Connecting (Philadelphia):							Company Bonds (" new)	135,400	6	"	"	1878	....
1st Mort. ABCD & E \$200,000 each	921,000	6	March & Sept.	Philadelphia.	1,2,3,4	94	Eastern (Mass.):						
Cooperstown and Susq. Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	Loan of 1865.....	160,000	6	April & Oct.	"	1885	....
Cowanesque Valley:							Loan of 1867.....	958,000	7	March & Sept.	"	1887	....
1st Mortgage, gold.....	95,000	7	Jan. & July.	New York.	1902	....	Loan of 1868.....	1,000,000	6	March & Sept.	"	1888-89	....
2d Mortgage.....	100,000	7	May & Nov.	"	1882	....	Loan of 1869.....	500,000	6	May & Nov.	"	1889	....
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes.....	1,163,500	7	"	"	1892	50
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes.....	2,513,500	7	"	"	1893-94	51
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	"	1888	....	Sinking Fund Bonds.....	2,300,000	7	May & Nov.	"	1884	61 1/2
Cumberland Valley:							Sterling Sink. Fd. Bonds.....	2,378,048	6 1/2	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Eastern Shore (Md.):						
2d Mortgage.....	109,500	8	"	"	1908	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
Plain bonds.....	81,800	6	"	"	1884	....	2d Mortgage.....	200,000	6	April & Oct.	"	1886	....
Danbury and Norwalk:							Elizabethtown and Paducah:						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1900	....
Mortgage Bonds of 1870.....	200,000	7	"	"	1890	....	Elmira and Williamsport (N. Cen.):						
Mortgage Bonds of 1872.....	200,000	7	"	"	1892	....	1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1890	100 1/2
Danv., Hazleton & Wilkesbarre:							Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1892	66
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Erie Railway:						
2d Mortgage.....	308,000	7	"	"	1885	....	1st Mortgage, extended.....	2,488,000	7	May & Nov.	New York.	1897	108
Danv., Urb. Bloomington & Pekin:							2d Mortgage.....	2,174,000	7	March & Sept.	"	1879	103 1/2
1st Mortgage.....	2,000,000	7	April & Oct.	New York.	1909	....	3d Mortgage.....	4,862,000	7	"	"	1883	101 1/2
Davenport and St. Paul:							4th Mortgage convertible.....	2,397,000	7	April & Oct.	"	1880	100 1/2
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	....	5th Mortgage convertible.....	709,500	7	June and Dec.	"	1888	100 1/2
Dayton and Michigan (C.H. & D.):							Buffalo Branch, 1st mortgage...	182,000	7	Jan. & July.	"	1891	....
1st Mortgage sinking fund guar.	1,855,000	7	Jan. & July.	New York.	1881	....	Sterling loan (\$1,000,000) conv.	4,580,000	6 1/2	March & Sept.	London.	1875	....
2d Mortgage, guar.....	441,000	7	March & Sept.	"	1884	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7 1/2	"	N.Y. & London.	1920	....
3d Mortgage, guar.....	356,000	7	April & Oct.	"	1888	....	2d Consol. Mort. for \$40,000,000.	14,400,000	7 1/2	June and Dec.	London.	1894	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	1888-94	....	Convertible bonds.....	10,000,000	7 1/2	J. A. J. and O.	London.	1903	....
Dayton and Union:							Erie and Pittsburg (Penn.):						
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....	2d Mortgage.....	92,800	7	April & Oct.	"	1890	....
Income Bonds.....	252,445	6	"	"	1879	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1895	....
Dayton and Western (L. M. R.R.):							Equipment Mortgage.....	750,000	7	April & Oct.	"	1890	....
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	European & N. American (Me.):						
1st Mortgage (")	495,000	6 1/2	Jan. & July.	"	1905	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6 1/2	Jan. & July.	N.Y. & Lond.	1894	....
1st Mortgage.....	500												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1899	....	1st Mortgage gold.....	418,000	7*	April & Oct.	Philadelphia	1890	106 1/2
Flushing North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	104
1st Mort. (Flushing and N. Side).....	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	64
1st Mort. (Central of L. I.).....	1,275,000	7	"	"	1889	....	Illinois Central:						
1st Mort. (Cent. R. R. Extension).....	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,500,000	6*	"	London.	....	....	Sterling Bonds, Sinking Fund....	4,702,000	5*	"	"	1903	....
Fonda, Johnstown & Gloversville:							Illinois Grand Trunk (C. B. & Q.):						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	933,000	8	April & Oct.	Boston.	1890	106 1/2
Fort Wayne, Jackson & Saginaw:							Indiana and Illinois Central:						
1st Mortgage, traffic guarantee.....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indiana North and South:						
Fort Wayne, Muncie & Cin.:							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	Indianapolis, Blooming. & West:						
2d Mortgage.....	500,000	8	"	"	1895	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	30
Framingham and Lowell:							1st Mortgage Extension gold....	2,030,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	90	2d Mortgage.....	1,600,000	8	"	"	1890	11
2d Mortgage.....	150,000	8	"	"	1883	89 1/2	Indianapolis and Madison:						
Frederick and Pennsylvania Line:							1st Mort. assumed by J. M. & L.	397,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	Indianapolis & Vincennes:						
Fremont, Elkhorn & Mo. (S.C. & P.):							1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1908	76
1st Mortgage.....	600,000	7	April & Oct.	"	1901	....	2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	"	1900	....
Galena & Chic. Union (C. & N. W.):							International and Gt. Northern:						
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	108 1/2	1st Mortgage s.f. (Intern. R. R.)	2,040,000	7*	April & Oct.	New York.	1911	83
2d Mortgage.....	43,000	7	May & Nov.	"	1875	102 1/2	Convertible B'ds ("")	1,473,000	8	Feb. & Aug.	"	1892	....
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	60
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds ("")	1,977,000	8	Feb. & Aug.	"	1892	....
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	80 1/2	1st Mortgage of 1887.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1889.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, s.f. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	78-83	....
Georgia (and Banking):							Equipment Bonds, registered....	375,000	10	"	"	1883	86 1/2
Company bonds (debentures)....	564,500	7	Jan. & July.	Augusta.	75-90	....	1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Ullman, Clinton & Springfield:							1st Mort. (Cin. & Indiana).....	493,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. ("") guar.	1,497,000	7	Jan. & July.	"	77-82	....
2d Mortgage.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Gowhen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
Grand Rapids & Indiana:							2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1900	....
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	Ionia and Lansing (D. L. & L. M.):						
Grand River Valley (Mich. C.):							1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort. assumed by Lessees.....	1,000,000	8	Jan. & July.	New York.	1886	94 1/2	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees.....	500,000	8	March & Sept.	"	1879	85	Iowa Falls and Sioux City:						
Grand Trunk (Ca.):							1st Mortgage.....	2,060,000	7	April & Oct.	New York.	1917	....
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equipmt Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort. \$18,000 p.m. guar....	1,350,000	8	April & Oct.	New York.	1900	81 1/2
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Ironton (Penn.):						
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$2,327,508	11,639,040	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds \$7,193,910	35,819,550	4*	"	"	"	....	1st Mortgage gold, s.f. fund....	600,000	7*	Jan. & July.	New York.	1890	102 1/2
Provincial Debenture's \$3,111,500	15,557,500	....	"	Ottawa.	....	....	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage guar.....	1,517,000	8	Jan. & July.	New York.	1885	93 1/2
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	85
Mortgage Bonds \$547,000.....	2,735,000	5 1/2	April & Oct.	"	77-78	....	2d Mortgage guar.....	155,000	8	March & Sept.	"	1878	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	1,998,000	8	"	"	1891	75 1/2
Debenture Bonds \$1,743,160	8,715,900	5	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1890:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort. ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	85 1/2	Jacksonville, Pensac. and Mobile:						
2d Mort. " " " " " "	2,500,000	7	May & Nov.	"	1893	59	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1890	....
Green Bay and Minnesota:							2d Mortgage.....	3,200,000	8	"	"	1899	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	Jameson & Frank (L.S. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car.....	1,423,546	7	Jan. & July.	Columbia.	81-86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed.....	376,766	7	"	"	81-86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	90
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. ("")	84,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....
1st Mortgage (Construction).....	1,388,000	7*	Jan. & July.	"	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T. W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	29	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	325,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
Hannibal & Cent. Mo. (T. W. & W.):							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	81	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	75	1st Mortgage (Ridgefield Park)...	300,000	7	May & Nov.	"	1912	....
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-94	101 1/2	1st Mortgage s.f. fund guar.....	336,000	8	Jan. & July.	New York.	1882	108
Missouri State Loan.....	1,500,000	6	"	"	87-88	101 1/2	Junction, Philadelphia:						
Fifteen years' bonds (277 m.)...	2,798,000	8	March & Sept.	"	1885	81 1/2	1st Mortgage guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	106
1st Mort. (Q. & Palm R.R. 15 m.)...	500,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	100
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	92 1/2	Junction and Breakwater:						
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
Harlem Extension:							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1896	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	1897	....
1st Mort. (2d Div. 253.94 m.) gold..	4,083,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br..	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66 m. & 3,000,000 a.)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	6	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7*	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1891	....
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1890	....	1st Mort. (Louisville & Frankl't)	39,000	6	"	"	73-78	....
2d Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1896	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7*	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1891	....
2d Mortgage (Gov't Subsidy).....	6,803,000	6	Jan. & July.	U. S. Treas.	95-97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,276,350	7	March & Sept.	N. Y. L. & F.	1916	....	1st Mortgage (main line 186 m.)..	176,000	7	Jan. & July.	New York.	1876	....
Kent County (Del.)							1st Mortgage (Memp Br. 46.37 m.)	47,000	7	May & Nov.	Louisville.	1876	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.3 m.)..	88,000	7	"	"	76-80	....
Kentucky Central:							1st Mort. (Memphis and Ohio)....	3,500,000	7	June & Dec.	New York.	1891	....
2d Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	6,964,000	7	April & Oct.	"	1896	90
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	76-81	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)..	225,000	6	May & Nov.	"	1899	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1898	....
Keokuk and St. Paul (C.B. & Q.):							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	864,000	8	April & Oct.	Boston.	1879	106	1st Mortgage gold, \$25,000 p. m..	2,575,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
Lafl. Blooming. & Miss. (T.W. & W.):							1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	62	Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	....
Lafl. Muncie & Bloom. (T.W. & W.):							Macon and Brunswick:						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
Lake Erie and Louisville:							1st Mort. " " " " " " " "	600,000	7	May & Nov.	"	1903	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	160,000	7	"	"	1879	....
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort., guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890	....
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	928,300	6	April & Oct.	Boston.	1912	95
Consol. Mort., S.F., Regist'd.....	6,115,000	7	J. A. J. & O.	"	1900	104	\$1,110,000 Loan, tax free.....	758,900	6	Jan. & July.	"	1898	91
Consol. Mort., S.F., Coupon.....	8,471,000	7	Jan. & July.	"	1900	102	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000..	3,629,000	7	June & Dec.	"	1903	97	1st Mort. (Belfast & Moosehead)	150,800	3*	May & Nov.	Belfast & Bos.	1890	....
Bonds of 1892 (Reg. & Coupon)	1,442,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	90-91	96
Lake Shore Dividend Bonds.....	1,000,000	7	"	"	1899	105	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	101	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1896	....
3d Mort. (") " " " " " "	1,000,000	7	April & Oct.	"	1892	103	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885	109	1st Mort. (Leeds & Faragton)	683,000	6	Jan. & July.	"	1901	....
2d Mort. (") " " " " " "	2,692,000	7	"	"	1877	102	Bath (Androscoggin) Loan.....	426,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	106	Mansfield & Framing. (B.C. & F.):						
2d Mort. (") " " " " " "	819,000	7	April & Oct.	"	1886	102	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	Marietta and Cincinnati:						
Mort. Bonds (") " " " " "	300,000	7	March & Sept.	"	1886	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (") " " " " "	2,850,000	7	April & Oct.	"	1898	104	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	107
1st M. (Det'r, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	102	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	100
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	84	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	77
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1906	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hook. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	97	Marietta, Pittsburg & Cleveland:						
1st M. (Jamestown & Franklin)	460,000	7	"	"	1888	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
2d M. (") " " " " " "	500,000	7	June & Dec.	"	1894	....	Marquette, Houghton & Ontonagon:						
Lake Shore & Tuscarawas Valley:							1st Mortgage (Marq. & Ont.)..	1,700,000	8	Jun. & Dec.	New York.	1892	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
2d Mortgage, for \$1,000,000.....	696,000	7	"	"	1892	....	Consolidated Mortgage.....	1,454,000	8-10	Various	"	92-100	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Massachusetts Valley (C. & P. R.):						
Lake Superior & Mississippi:							1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	43	Maryland and Delaware:						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
Income Bonds.....	3,200,000	10	"	"	1902	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Lawrence (P. Ft. W. & Chl.):							Massillon & Clevel. (C.M.V. & D.)						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Leavenworth, Atch. & N. West'n:							1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
1st Mort. guar. by Pac. of Mo.....	500,000	7	April & Oct.	New York.	1899	....	Memphis and Charleston:						
Leaven. Lawrence & Galveston:							1st Mortgage, Convertible.....	1,233,000	7	March & Sept.	New York.	1886	....
1st Mort. skg fund conv., gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	19	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1886	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	Tennessee State Loan.....						
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891	....	Income Bonds.....	600,000	10	March & Sept.	"	73-78	....
Lehigh and Lackawanna:							Memphis and Little Rock:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1896	....
Lehigh Valley:							2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	105	Michigan Air Line (Mich. Cent.):						
1st Mortgage (") reg.....	5,000,000	6	"	"	1898	106	1st Mort. (South Bend Div. ass'd)	200,000	8	May and Nov.	New York.	1890	....
2d Mortgage for \$6,000,000.....	6,000,000	7	March & Sept.	"	1910	118	Michigan Central:						
General Mort. for \$40,000,000..	5,000,000	6*	June & Dec.	"	1923	100	1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1892	....
General Mort., registered.....	5,000,000	6*	"	"	1922	99	1st Mortgage sinking fund conv.	1,517,000	8	"	"	1893	114
Lewisb. Centre & Spruce C. (P. & E.):							Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	108
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & S.L. (Nor. Pacifc)	700,000	7	Jan. & July.	New York.	1911	...	N.O., Jack. & Gt. N. (N.O. St.L. & C.)	3,000,000	8	Jan. & July.	New York.	1888	...
1st Mortgage gold, guaranteed.							1st Mortgage.	1,500,000	8	April & Oct.	"	1890	...
Minnesota and North Western:							2d Mortgage for \$3,000,000.	3,000,000	7	Jan. & July.	"	1912	...
1st Mort. gold, skg fd & tax free	20,000pm	7	Jan. & July.	Detroit.	1890	...	Consol. Mort. for \$8,000,000.						
Mississippi Cent. (N.O. St.L. & Ohi.)							New Orleans, Mobile and Texas:						
1st Mortgage.	1,012,500	7	May & Nov.	New York.	74-'84	...	1st Mort. (Mobile to N. Orleans)	4,000,000	7	Jan. & July.	N.Y. & Lond.	1915	...
2d Mortgage.	2,000,000	8	Feb. & Aug.	"	1886	...	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	New York.	1915	...
General Mort. for \$3,000,000 gold	3,708,500	7	May & Nov.	"	1912	...	2d Mort. endorsed by Louisiana	2,825,000	8	"	"	1915	...
Mississippi, Ouachita & Red Riv.							New York, Boston and Montreal:						
1st Mortgage gold.	2,040,000	7	Jan. & July.	1900	...							

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.
				When.	Where.			When.	Where.						
Old Colony:															
Plain Bonds.....		1,000,000	6	March & Sept.	Boston.	1876	102	Philadelphia, Wilmington & Balt.:		200,000	6	Jan. & July.	Phila. & Balt.	1884	101 1/2
Plain Bonds.....		32,000	6	"	"	1884	99	Mortgage Loan, convertible....		161,000	6	April & Oct.	"	1870	...
Plain Bonds.....		1,450,000	7	Feb. & Aug.	"	1877	101 1/2	Loan of 1866.....		1,000,000	6	"	"	1857	101 1/2
New Bonds for \$3,000,000.....		1,892,000	7	March & Sept.	"	1894	109	Loan of 1887.....		700,000	6	"	"	1892	...
Cape Cod Railroad Bonds.....		285,500	7	Feb. and Aug.	"	1881	105	Loan of 1872.....		639,000	6	"	"	1900	...
Loan of 1875.....								Loan of 1875.....							
Omaha and Northwestern:															
1st Mort. Land Grant, Gold.....		16,000 pm	7 1/2	Jan. & July.	New York.	1901	....	Pickering Valley (Phila. & Rdg.):							
Omaha and Southwestern:								1st Mortgage, guaranteed.....		531,800	7	April & Oct.	Philadelphia	1900	....
1st Mortgage \$20,000 p. m.....		1,034,000	8	June & Dec.	Boston.	1896	90	Pittsburg, Cin. & St. Louis (Pa.):							
Orange, Alex. and Manassas—								1st Mort. (Col. & Newark Div.)		775,000	7	Jan. & July.	Philadelphia	1890	....
See Wash. C. Va. Mid. & Gt. So.								1st Mort. (Steub. & Ind.) conv.		3,000,000	6	Monthly.	New York	1884	81
Oregon and California:								Consol. Mortgage for \$10,000,000.		6,222,000	7	Feb. & Aug.	Philadelphia	1890	82
1st Mortgage gold.....		10,950,000	7*	April & Oct.	New York.	...	....	Consolidated 2d Mortgage.....		5,000,000	7	April & Oct.	"	1913	....
Ozage Valley & Southern Kansas:								Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (6-20 years).....		200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series A).....		875,000	7	Jan. & July.	New York	1912	118
Oshkosh & Miss. (C. M. & S. P.):								1st Mortgage (Series B).....		875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.....		240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series C).....		875,000	7	March & Sept.	"	1912	....
Oswego and Rome (B. W. & O.):								1st Mortgage (Series D).....		875,000	7	April & Oct.	"	1912	....
1st Mortgage.....		500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series E).....		875,000	7	May & Nov.	"	1912	....
Income Mortgage.....		112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series F).....		875,000	7	June & Dec.	"	1912	....
Oswego and Syracuse (D. L. & W.):								2d Mortgage (Series G).....		860,000	7	Jan. & July.	"	1912	108 1/2
1st Mortgage, guaranteed.....		201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series H).....		860,000	7	Feb. & Aug.	"	1912	....
Ottawa, Oswego & Fox River:								2d Mortgage (Series I).....		860,000	7	March & Sept.	"	1912	....
1st Mortgage guar. by C. B. & Q.		1,131,000	8	Jan. & July.	N. Y. & Bost.	1900	106	2d Mortgage (Series J).....		860,000	7	April & Oct.	"	1912	....
Owensboro' and Russellville.								2d Mortgage (Series K).....		860,000	7	May & Nov.	"	1912	....
1st Mortgage for \$1,500,000.....		1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series L).....		860,000	7	June & Dec.	"	1912	....
Pacific of Missouri (Atl. & Pac.):								2d Mortgage (Series M).....		2,000,000	7	April & Oct.	"	1912	101
1st Mortgage gold.....		7,000,000	6*	Feb. & Aug.	New York.	1888	88 1/2	Construction bonds of Jan. 1, '70		100,000	7	Jan. & July.	New York	1887	....
2d Mortgage sinking fund.....		2,804,000	7	Jan. & July.	"	1891	71	Equipment bonds.....		1,000,000	8	March & Sept.	"	1884	....
Income Bonds.....		1,500,000	7	Mar. and Sept.	"	1892	....	Pittsburg, Va. and Charleston:							
St. Louis County Debt.....		700,000	7	Monthly.	St. Louis.	1886	....	1st Mortgage.....		700,000	7	April & Oct.	New York	1902	....
Real Estate Bonds.....		800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Wash. & Baltimore:							
1st Mort. (Carondelet Branch).....		500,000	6*	April & Oct.	"	1893	....	1st Mort. (Pittsb. & Conn'sville)		4,000,000	7	Jan. & July.	Baltimore.	1898	105 1/2
1st Mort. (Leav. Atch. & N. W.)		500,000	6*	"	"	1889	....	2d Mort. do. (Balt. Loan).....		5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Lex. & St. Louis) gold		900,000	6*	June & Dec.	"	1899	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Paducah and Memphis:								Real Estate Mortgage.....		100,000	6	"	Baltimore.	1893	....
1st Mortgage gold for \$2,505,000.		1,541,000	7*	Feb. & Aug.	New York.	1902	....	Plymouth, Kankakee & Pacific:							
Panama:								1st Mortgage for \$3,000,000.....		20,000 pm	7*	Jan. & July.	New York.	1901	....
General Mortgage, stg £597,900.		2,889,330	7*	April & Oct.	London.	1897	....	Port Huron and Lake Michigan:							
Paris and Decatur:								1st Mortgage gold, for \$1,800,000		1,800,000	7	May & Nov.	New York.	1890	....
1st Mortgage gold, S. F.		1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	Portland & Ogdensburg (Me. & N. H.):							
Patterson and Newark (Erie):								1st Mort. (Maine Section) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
1st Mortgage guaranteed.....		500,000	7	Jan. & July.	New York.	1878	....	Consol. Mort. gold, for \$3,300,000		249,000	6*	May & Nov.	"	1901	60 1/2
Pekin, Linc. & Decatur (T. W. & W.):								Portland and Ogdensburg (Vt.):							
1st Mortgage guaranteed.....		1,076,000	7	Feb. & Aug.	New York.	1900	60	1st Mortgage gold, for \$2,300,000		1,200,000	6*	May & Nov.	N. Y. & Bost.	1891	46
Pemberton & Hights (U. C. of N. J.):								Portland and Oxford Central:							
1st Mortgage guaranteed.....		160,000	7	Jan. & July.	Philadelphia.	1889	100	1st Mortgage of 1863.....		250,000	6	Jan. & July.	Portland.	1883	....
Peninsular (Mich.) Railway:								Portland and Rochester:							
1st Mortgage gold (S. F.) 1st series		1,800,000	7*	May & Nov.	N. Y. or Lond.	1899	....	1st Mort. (Portland Loan) sfg f'd		700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage gold (S. F.) 2d series		979,000	7*	"	"	1900	....	1st Mortgage (equal lien).....		100,000	7	April & Oct.	"	1887	....
Pennsylvania:								2d Mort. (Portland Loan).....		396,500	6	Mar. & Sept.	"	1891	....
1st Mort. (Harrisburg to Pittsburg)		4,970,000	6	Jan. & July.	Philadelphia.	1880	104	Port Royal (S. C.):							
General Mortgage.....		19,934,760	6	J. A. J. & O.	Philadelphia.	1910	103 1/2	1st Mortgage gold, sfg f'd.....		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
(General Mortgage, registered.)								1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	"	"	1889	....
Consolidated Mortgage.....		14,550,000	6*	Jan. & July.	London.	1905	97 1/2	Portsmouth, Gt. Falls & Conway:							
State lien for \$7,500,000, sfg f'd		5,201,675	5	April & Oct.	Philadelphia.	1875-90	....	1st Mort., guar. by Eastern R.R.		514,000	7	June and Dec.	Boston.	1893	45
Pennsylvania Coal:								Poughkeepsie and Eastern:							
1st Mortgage.....		487,500	7	Feb. and Aug.	New York.	1881	....	1st Mort. gold, conv. & tax free..		644,500	7*	Jan. & July.	New York.	1910	....
Pennsylvania and Delaware:								2d Mortgage.....		78,000	7	"	"	...	...
1st Mortgage.....		1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Providence and Worcester:							
2d Mortgage.....		519,000	7	April & Oct.	"	1903	....	1st Mortgage.....		500,000	6	Jan. & July.	Providence.	1890	....
Pennsylvania & New York (L. V.):								Stoughton Branch bonds.....		1,000,000	6	"	"	....	....
1st Mortgage guaranteed.....		1,500,000	7	June & Dec.	Philadelphia.	1896	109	Quincy, Alton and St. Louis:							
1st Mortgage guaranteed.....		1,500,000	7	"	"	1906	....	1st Mortgage gold.....		1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Peoria & Bureau Val (C. R. L. & P.):								Quincy and Palmyra:							
1st Mortgage guaranteed.....		800,000	8	Jan. & July.	New York.	1877	....	1st Mort. assumed by H. & St. Jo.		500,000	8	Feb. & Aug.	New York.	1892	....
Peoria & Hannibal (C. B. & Q.):								Quincy and Toledo (T. W. & W.):							
1st Mortgage, traffic guarantee..		571,000	8	Jan. & July.	Boston.	1878	104	1st Mortgage, guaranteed.....		500,000	7	May & Nov.	New York.	1890	60
Peoria, Pekin and Jacksonville:								Quincy & Warsaw (C. B. & Q.):							
1st Mortgage.....		1,000,000	7	Jan. & July.	New York.	1894	....	1st Mortgage, guaranteed.....		756,000	8	Jan. & July.	Boston.	1890	105 1/2
2d Mort. conv. & tax free.....		1,000,000	7	April & Oct.	"	1900	....	Reading and Columbia (P. & R.):							
Peoria and Rock Island:								1st Mort., Coupon, guaranteed..		850,000	7	March & Sept.	New York.	1882	95
1st Mort. gold, conv. & tax free..		1,500,000	7*	Feb. & Aug.	N. Y. & Lond.	1900	....	2d Mort., Coupon, guaranteed..		350,000	7	June & Dec.	Columbia.	1884	....
2d Mortgage.....		150,000	10	Jan. & July.	New York.	1900	....	Rensselaer and Saratoga:							
Perkiomen (Phila. and Rdg.):								2d Mortgage.....		300,000	7	Jan. & July.	Troy.	1880	115
1st Mortgage, guaranteed.....		619,000	6	April & Oct.	Philadelphia.	1897	87	3d Mortgage.....		150,000	7	"	"	1887	....
Petersburg:								1st Mort. (Saratoga & Whitehall)		400,000	7	March & Sept.	New York.	1886	....
1st Mortgage (instalments).....		341,500	8	Jan. & July.	New York.	1879-93	....	1st Mort. (Troy, Salem & Rutl.)		500,000	7	May and Nov.	"	1890	....
2d Mortgage.....		500,000	8	"	"	1902	....	1st Mortgage (Glenn's Falls)...		125,000	7	Jan. & July.	"	1894	....
Philadelphia and Baltimore Cent:								Consol. Mort. for \$2,000,000....		1,925,000	7	May and Nov.	"	1921	....
1st Mortgage (Penn. Div. 36 1/2 m.)		800,000	7	Jan. & July.	Philadelphia.	1879	....							

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	R.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	245,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,488,332	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	837,000	7	"	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	8	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	"	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W. D.) land grant, g'd tax fr	5,500,000	8*	"	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1898	....	2d Mort. " " " " " "	200,000	7	"	"	1889	....
St. Louis, Alton and Terre Haute:							South Mountain Iron (Cumb. Val.):						
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	115	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	"	1894	....	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1894	....
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	88 1/2	South and North Alabama:						
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	....	1st Mort. endor. by Ala. gold.....	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1894	75	Sterling Mort. guar. by L. & N.	£1,100,000	...	May & Nov.	London.	....	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Pacific (Atl. and Pac.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage gold, assumed.....	7,185,500	6*	Jan. & July.	New York.	1888	67
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	96 1/2	South Shore (Mass.):						
2d Mort. (").....	6,000,000	7*	May & Nov.	"	1897	64	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	99 1/2
1st Mort. L.G. (Arkansas Br'h).....	2,500,000	7*	June & Dec.	"	1897	....	South Side, Va. (A., M. and O.):						
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	"	"	1897	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							3d preferred bonds.....	452,800	6	"	"	'84-'90	....
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	Southern Central (N.Y.):						
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
St. Louis, Kansas City & North:							2d Mortgage.....	600,000	7	March & Sept.	"	1882	....
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	88 1/2	Southern Iowa and Cedar Rapids:						
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis, Lawrence and Denver:							Southern of L. I.:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
St. Louis and South Eastern:							2d Mort. Sinking Fund.....	1,500,000	7	May & Nov.	"	....	80
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	Southern Minnesota:						
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	Jan. & July.	"	1897	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	Southern (Cal.) Pacific:						
St. Louis, Van & T. H. (T.H. & I.):							1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	Southern Pennsylvania:						
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	2d Mortgage gold.....	85,000	7*	"	"	1889	....
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	South Western (Cen. of Ga.):						
St. Paul and Iowa Southwestern:							Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'80	....
1st Mortgage.....	4,500,000	7*	May & Nov.	....	1903	....	1st Mortgage (Muscoogee) conv.....	300,000	7	"	"	'72-'76	....
St. Paul and Pacific 1st Division:							Spartanburg and Union:						
1st Mort. (St. Paul to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage, end. by S. Car.....	350,000	7	Jan. & July.	Charleston.	1879	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	"	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	Springfield, Athol & Northeastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
2d M. (do.) R.R. & Lands.	8,500,000	7*	"	"	....	....	Springfield & Illinois S. Eastern:						
General Mortgage for \$15,000,000	....	7*	"	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
St. Paul, Stillwater & Taylor's F.:							2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Springfield and Northwestern:						
Salem (West Jersey):							1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Staten Island:						
Salem and Lowell (B. & L.):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	Stanstead, Shefford and Chambly:						
Sand. Mansfield & Newark (B. & O.):							1st Mort. Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	45
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	....	Sullivan (Central Verm.):						
Saratoga & Whitehall (R. & S.):							1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
Savannah, Albany & Gulf (A. & G.):							Sullivan and Erie:						
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Savannah and Charleston:							Summit Branch:						
1st Mortgage (Bav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	85
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	Sunbury and Lewiston:						
Funded Interest bonds, guar.....	111,800	7	"	New York.	1889	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Savannah, Griffin & North Ala.:							Income Mort. gold.....	200,000	6*	"	"	1891	....
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....	Suspens. Bridge & Erie June (E.):						
Savannah and Memphis:							1st Mortgage.....	1,000,000	7	"	New York.	....	....
1st Mort. gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	Syracuse, Bing. & N.Y. (D.L. & W.):						
Schenectady & Susq. (D. & H. Can.):							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Schoolcraft & Three R. (L.S. & M.S.):							Syracuse and Chenango Valley:						
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
Seaboard and Roanoke:							Tebo and Neosho (M. K. & T.):						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903	....
Seima and Gulf:							Terre Haute & Indianapolis:						
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
Seima, Marion and Memphis:							Bonds of 1873 for \$1,000,000.....	516,000	7	"	"	1894	....
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Texas and Pacific:						
Seima, Rome and Dalton:							1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	Toledo, Can. Southern & Detroit:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	1st Mortgage.....	1,350,000	7	Jan. and July.	....	1906	53
Equipment Mortgage.....	280,000	10	"	"	1881	....	Toledo, Peoria and Warsaw:						
Shamokin Valley & Pottaw. (N.C.):							1st Mortgage (Eastern Div.).....	1,000,000	7	June & Dec.	New York.	1894	84
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	94	1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1896	75
Sheboygan and Fond du Lac:							2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	37
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	"		

AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	87
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	103 1/2
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " " " "	300,000	6	"	"	1890	95
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co...	300,000	6	"	"	1890	95
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1890	92
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	103 1/2
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort. assumed.....	2,735,000	6a	Jan. and July.	New York.	1890	98
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							Western Union (Chl. M. & St. P.):						
1st Mortgage gold, tax free.....	27,256,000	6a	Jan. & July.	N. Y. & Bost.	96-99	104 1/2	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
1st Mort. Land Grant.....	7,374,000	7	Apr. and Oct.	"	1887	101 1/2	West Jersey:						
2d Mortgage (Gov. subsidy).....	27,256,512	6	Jan. & July.	U.S. Treasury.	96-99	....	Debtenture bonds guar. by O. & A.	400,000	6	March & Sept.	Camden.	1883	86 1/2
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	96 1/2	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	100
Omaha Bridge B'ds, stg. \$500,000	2,500,000	8a	Apr. and Oct.	London.	1896	....	1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
Union Pacific (Central Div.):							1st Mort. (Swedenboro) guar.....	200,000	6	June & Dec.	Camden.	....	98
1st Mortgage gold, tax free.....	1,600,000	6a	May and Nov.	New York.	1895	....	2d Mort. (Cape May & Millville)	340,000	7	Apr. and Oct.	"	....	95
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	96-7-8	....	Consolidated Mortgage.....	1,000,000	7	"	"	1899	108
Union Pacific, S. Br. (M.K. & T.):							West Wisconsin:						
1st Mortgage gold, skg fund.....	3,220,000	6a	Jan. & July.	New York.	1899	....	1st Mort. land gr., gold skg fund	3,900,000	7a	Jan. and July.	N.Y. or Lond.	1887	....
Union & Titusville (O.C. & A.Riv.):							1st Mort. (Southern Extension).	640,000	7a	"	"	1902	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	60	White Water Valley:						
United N. J. R. R. & Canal Cos:							1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	99 1/2	Wico Mico and Pocomoke:						
Sterling Loan \$360,200 (U. Co's)	1,846,000	6a	"	London.	1894	....	1st Mortgage.....	290,000	6	Jan. and July.	New York.	1888	....
Sterling Loan \$360,000 (")	1,800,000	6a	"	"	1894	....	Williamston and Tarboro:						
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Loan of 1888 (United Compan's)	154,000	6	Feb. and Aug.	"	1888	96	Wilmington, Colum. & Augusta:						
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)	....	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	42 1/2
Sterling S.F. \$292,000 (C. & A.M.)	1,310,000	6a	Feb. and Aug.	London.	1890	....	Wilmington and Reading:						
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	101	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	45
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	100	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	106 1/2	Wilmington and Weldon:						
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....	Sterling Bonds.....	648,700	6a	Jan. and July.	London.	1881	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	221,400	7a	May and Nov.	"	1886	....
Utah Central:							Sinking Fund gold, Bonds.....	749,000	7a	Jan. and July.	New York.	1896	100 1/2
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Wilmington and Western (Del.):						
Utah Southern:							1st Mortgage.....	500,000	7 1/2	J. A. J. & C. Phil. & Wilm.	1892	....
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	Winona & St. Peter (C. & N. W.):						
Utica and Black River:							1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	80
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	70
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	Extension mortgage bonds.....	4,875,000	7a	June & Dec.	"	1906	....
Utica, Ithaca and Elmira:							Wisconsin Central:						
1st Mortgage, Sterling.....	1,500,000	7 1/2	Jan. & July.	London.	1902	....	1st M. L. G. gold S. F. \$25,000pm	4,618,500	7a	Jan. and July.	Boston.	1901	30
Vermont Cent.—See Central Vt.							Worcester (Md.):						
Vermont and Massachusetts:							1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	160 1/2	Worcester and Nashua:						
Convertible bonds, tax free.....	200,000	7	"	"	1879	104 1/2	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Convertible bonds.....	150,000	7	"	"	1881	103	Plain Bonds.....	185,300	6	Various.	"	91-97	....
Vicksburg and Meridian:							Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
General 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	CANAL BONDS.						
Mortgage 2d series (blue).....	850,000	7	"	"	1890	....	Chesapeake and Delaware:						
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	85
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	Chesapeake and Ohio:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....	Sterling Loan guaranteed.....	4,375,000	6a	J. A. J. & O.	London.	1890	....
Vineyard:							Preferred Bonds (next lien)	1,899,500	6	Jan. and July.	Baltimore.	1886	116
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Delaware Division (L.O. & N.):						
Virginia & Tennessee (A.M. & O.):							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
Enlarged Mortgage.....	990,000	6	Jan. and July.	N.Y. & Lynch.	1884	73	Delaware and Hudson:						
4th Mortgage.....	870,000	8	March & Sept.	"	1900	80	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	102
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	regis- 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1884	108 1/2
Funded Interest.....	226,300	8	"	"	1880	....	tered. 3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	113
Income Mortgage (fundable).....	93,500	8	"	"	1886	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	112
Walkill Valley (Erie):							Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
1st Mortgage gold, tax free.....	810,500	7a	Apr. and Oct.	New York.	1901	....	Lehigh Coal and Navigation:						
Warren (D. L. & W.):							Mortgage Loan of 1877.....	762,770	6	June & Dec.	Philadelphia.	1877	96
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Convertible Bonds.....	42,550	6	"	"	1882	96
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	....	Convertible Loan, gold.....	322,000	6a	March & Sept.	"	1894	108
Warren & Franklin (O.C. & A.R.):							1st Mortgage, registered.....	5,441,841	6	J. A. J. & O.	"	1884	104 1/2
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	106 1/2
Warwick Valley (Erie):							Mortgage (equip.) Loan, gold....	4,757,000	6a	June & Dec.	"	1897	106 1/2
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Consolidated Mortgage.....	1,066,000	7	"	"	1911	102
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.....	776,000	6	Feb. and Aug.	"	1892	....
1st Mortgage.....	150,000	9a	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Washington City, Va. Mid. & Gt. So:							Monongahela Navigation:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	89 1/2	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1867	....
2d Mort. (")	350,000	7	"	"	1891	....	Morris (and Banking):						
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	80	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	80 1/2	2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	....
3d Mort. (")	600,000	8	May and Nov.	"	1873	74 1/2	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	101
4th Mort. (")	700,000	8	March & Sept.	"	1880	69 1/2	Preferred Stock Dividend Scrip.	103,194	7	Jan. and July.	"	1887	....
Funded Coupons (do.)	722,664	....	"	"	....	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	521,000	Apr. and Oct.	"	1886	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	71

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RAILROAD SHARE LIST, Including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

As stated, the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

Year ending	Railroad.			Rolling Stock.			Companies.			Property and Assets.			Abstract of General Balance Sheet.			Operations.			Earnings.			Value of Shares.		
	Main Line.			Branch Line.			Trunk and Siding.			Engines.			Pass.			Freight.			Net.			Dividends.		
	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	
Jan. 30, 1874	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Sept. 30, 1874	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
June 30, 1874	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Mar. 31, 1874	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Dec. 31, 1873	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Sept. 30, 1873	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
June 30, 1873	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Mar. 31, 1873	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Dec. 31, 1872	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Sept. 30, 1872	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
June 30, 1872	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Mar. 31, 1872	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Dec. 31, 1871	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Sept. 30, 1871	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
June 30, 1871	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Mar. 31, 1871	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Dec. 31, 1870	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Sept. 30, 1870	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
June 30, 1870	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Mar. 31, 1870	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Dec. 31, 1869	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Sept. 30, 1869	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
June 30, 1869	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Mar. 31, 1869	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Dec. 31, 1868	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Sept. 30, 1868	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
June 30, 1868	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Mar. 31, 1868	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Dec. 31, 1867	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Sept. 30, 1867	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
June 30, 1867	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Mar. 31, 1867	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Dec. 31, 1866	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Sept. 30, 1866	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
June 30, 1866	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Mar. 31, 1866	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Dec. 31, 1865	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Sept. 30, 1865	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
June 30, 1865	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Mar. 31, 1865	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5
Dec. 31, 1864	111.0	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5	3.1	0.5</								

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1913	1912	1911	1910	1909	1908	1907	1906	1905	1904	1903	1902	1901	1900	1899	1898	1897	1896	1895	1894	1893	1892	1891	1890	1889	1888	1887	1886	1885	1884	1883	1882	1881	1880	1879	1878	1877	1876	1875	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566	1565	1564	1563	1562	1561	1560	1559	1558	1557	1556	1555	1554	1553	1552	1551	1550	1549	1548	1547	1546	1545	1544	1543	1542	1541	1540	1539	1538	1537	1536	1535	1534	1533	1532	1531	1530	1529	1528	1527	1526	1525	1524	1523	1522	1521	1520	1519	1518	1517	1516	1515	1514	1513	1512	1511	1510	1509	1508	1507	1506	1505	1504	1503	1502	1501	1500	1499	1498	1497	1496	1495	1494	1493	1492	1491	1490	1489	1488	1487	1486	1485	1484	1483	1482	1481	1480	1479	1478	1477	1476	1475	1474	1473	1472	1471	1470	1469	1468	1467	1466	1465	1464	1463	1462	1461	1460	1459	1458	1457	1456	1455	1454	1453	1452	1451	1450	1449	1448	1447	1446	1445	1444	1443	1442	1441	1440	1439	1438	1437	1436	1435	1434	1433	1432	1431	1430	1429	1428	1427	1426	1425	1424	1423	1422	1421	1420	1419	1418	1417	1416	1415	1414	1413	1412	1411	1410	1409	1408	1407	1406	1405	1404	1403	1402	1401	1400	1399	1398	1397	1396	1395	1394	1393	1392	1391	1390	1389	1388	1387	1386	1385	1384	1383	1382	1381	1380	1379	1378	1377	1376	1375	1374	1373	1372	1371	1370	1369	1368	1367	1366	1365	1364	1363	1362	1361	1360	1359	1358	1357	1356	1355	1354	1353	1352	1351	1350	1349	1348	1347	1346	1345	1344	1343	1342	1341	1340	1339	1338	1337	1336	1335	1334	1333	1332	1331	1330	1329	1328	1327	1326	1325	1324	1323	1322	1321	1320	1319	1318	1317	1316	1315	1314	1313	1312	1311	1310	1309	1308	1307	1306	1305	1304	1303	1302	1301	1300	1299	1298	1297	1296	1295	1294	1293	1292	1291	1290	1289	1288	1287	1286	1285	1284	1283	1282	1281	1280	1279	1278	1277	1276	1275	1274	1273	1272	1271	1270	1269	1268	1267	1266	1265	1264	1263	1262	1261	1260	1259	1258	1257	1256	1255	1254	1253	1252	1251	1250	1249	1248	1247	1246	1245	1244	1243	1242	1241	1240	1239	1238	1237	1236	1235	1234	1233	1232	1231	1230	1229	1228	1227	1226	1225	1224	1223	1222	1221	1220	1219	1218	1217	1216	1215	1214	1213	1212	1211	1210	1209	1208	1207	1206	1205	1204	1203	1202	1201	1200	1199	1198	1197	1196	1195	1194	1193	1192	1191	1190	1189	1188	1187	1186	1185	1184	1183	1182	1181	1180	1179	1178	1177	1176	1175	1174	1173	1172	1171	1170	1169	1168	1167	1166	1165	1164	1163	1162	1161	1160	1159	1158	1157	1156	1155	1154	1153	1152	1151	1150	1149	1148	1147	1146	1145	1144	1143	1142	1141	1140	1139	1138	1137	1136	1135	1134	1133	1132	1131	1130	1129	1128	1127	1126	1125	1124	1123	1122	1121	1120	1119	1118	1117	1116	1115	1114	1
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PREFERRED & GUARANTEED STOCKS

Marked thus (*) are guaranteed by Lessees; and thus (*) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Div'ds	Market Price.
RAILROAD STOCKS:				
Atlantic and Great Western, pref.	10,000,000	7	7	100
Atlantic, Mississippi and Ohio, pref.	800,000	7	7	100
Atlantic, Mississippi and Ohio, guar.	275,000	7	7	100
Atlantic and Pacific, preferred	10,000,000	7	7	100
Atlantic and St. Lawrence, * guar.	3,900,000	6	6	105
Baltimore and Ohio, * preferred	6,562,900	6	6	105
Berkshire, * guaranteed	600,000	7	7	78
Blossburg and Corning, * guaranteed	250,000	5	5	78
Boston, Concord and Montreal, pref.	800,000	6	6	78
Buffalo, New York and Erie, * guar.	950,000	7	7	92
Catawissa, * pref. and guar.	1,159,500	7	7	128
Camden and Amboy, * guaranteed	8,947,900	10	10	109
Camden and Atlantic, preferred	335,469	7	7	109
Cayuga and Susquehanna, * guar.	889,110	9	9	9
Cedar Rapids and Missouri River, preferred and * guaranteed	769,900	7	7	7
Central of New Jersey, * guar.	20,000,000	10	10	109
Central Ohio, * preferred	411,550	6	6	53
Chemung, * guaranteed	380,000	6	6	53
Cheshire, preferred	2,163,200	7	7	49
Chicago and Alton, * preferred	2,425,400	10	10	109
Chicago, Iowa & Nebraska, * guar.	3,916,300	8	8	110
Chicago and North-Western, pref.	21,485,663	7	7	63
Cine., Sand. and Cleveland, pref.	422,000	6	6	60
Cleveland and Mahoning, * guar.	2,929,200	7	7	95
Cleveland and Pittsburgh, * guar.	11,236,150	7	7	95
Cumberland Valley, 1st preferred	241,900	8	8	8
Dayton and Michigan, pref. & guar.	923,000	8	8	8
Delaware, * guaranteed	1,350,950	6	6	6
Detroit and Milwaukee pref. & guar.	2,517,140	6	6	6
Dubuque and Sioux City, * guar.	6,000,000	3	3	71
Dubuque South-Western, pref.	690,315	5	5	25
Eastern (N. H.), * guaranteed	492,500	5	5	25
Elmira, Jeff. and Canad., * guar.	500,000	7	7	82
Elmira & Williamsport, pref. & guar.	500,000	7	7	82
Erie Railway, preferred	8,538,910	7	7	31
Erie and Pittsburgh, * guar.	2,000,000	7	7	31
Evansville and Crawfordsville, pref.	100,000	7	7	28
Hannibal and St. Joseph, pref.	1,217,700	7	7	104
Harrisburg and Lancaster, * guar.	1,182,550	7	7	104
Honolulu, preferred	1,180,000	8	8	98
Huntington & Broad Top Mtn, pref.	190,750	7	7	29
Jeff. Mad. & Indianapolis, * guar.	2,000,000	7	7	98
Joliet and Chicago, * guar.	1,500,000	7	7	98
Joliet and Northern Indiana, * guar.	300,000	8	8	8
Little Miami, Col. and Xenia, * guar.	6,394,450	8	8	8
Louisv., Cincinnati and Lex. pref.	851,000	9	9	9
Marietta and Cincinnati, 1st pref.	8,101,600	6	6	9
Mich. Southern, (Lake Shore) guar.	4,356,250	6	6	9
Mill Creek, * guaranteed	533,500	10	10	10
Milwaukee and St. Paul, preferred	323,375	10	10	79
Mine Hill, * guaranteed	12,274,483	7	7	106
Montclair, * guaranteed	8,356,450	8	8	106
Morris and Essex, * guar.	2,000,000	7	7	103
Nesquehoning Valley, * guar.	16,000,000	7	7	124
Newark and New York, * guar.	2,000,000	10	10	124
Newcastle and Beaver Valley, * guar.	1,000,000	7	7	129
New Jersey, * guaranteed	605,000	10	10	129
New London Northern, * guar.	7,295,200	10	10	106
New York & Harlem, * pref. & guar.	971,400	8	8	136
Niagara Br. & Canandaigua, * guar.	1,500,000	8	8	138
North Eastern (S. C.), preferred	1,000,000	8	8	8
Norfolk and Worcester, * guar.	1,005,000	8	8	8
Ogdensburg & Lake Cham., * guar.	2,823,400	10	10	125
Ohio and Mississippi, preferred	3,077,000	7	7	27
Oswego and Syracuse, * guar.	2,000,000	8	8	30
Panama, guaranteed	4,000,000	7	7	49
Pateron and Hudson, * guar.	2,000,000	7	7	84
Pemberton and Hightstown, * guar.	2,000,000	7	7	84
Peoria and Bureau Valley, * guar.	342,000	6	6	8
Philadelphia and Erie, preferred	1,200,000	8	8	8
Phila. Germantown & Norristown, * guar.	2,400,000	12	12	200
Philadelphia and Reading, * pref.	2,321,900	10	10	110
Philadelphia and Trenton, * guar.	1,551,687	10	10	103
Pittsburg, Ft. Wayne & Chic., * guar.	1,259,100	10	10	102
Pittsburg and North Adams, * guar.	22,214,285	7	7	105
Portland, Saco & Portsmouth, * guar.	450,000	5	5	86
Rocheester & Genesee Valley, * guar.	1,500,000	10	10	61
Rutland, * preferred and guaranteed	557,500	7	7	10
St. Louis, Alton & Terre Haute, * guar.	4,300,000	7	7	32
St. Louis, Jacksonv. & Chi., pf. & guar.	2,468,400	7	7	32
St. Louis, Kansas City & Nor., pref.	1,084,100	7	7	27
Shenandoah Valley, * guaranteed	12,000,000	5	5	27
Shenandoah V. & Potomac, * guar.	576,000	5	5	27
Toledo, Peoria & Warsaw, 1st pref.	369,450	6	6	0
Toledo, Peoria & Warsaw, 2d pref.	1,700,000	7	7	7
Toledo, Wabash and Western, pref.	1,000,000	7	7	7
Warren, * guaranteed	1,000,000	7	7	102
CANAL STOCKS:				
Delaware Division, * guar.	1,333,350	8	8	8
Dulles and Barton, * guar.	5,947,500	10	10	10
Morris preferred and * guaranteed	1,175,000	10	10	102
Schenectady Navigation preferred	1,085,000	4	4	52
Schenectady Navigation preferred	2,560,977	6	6	50

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 2½ cents; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, 35; Scrap Wrought, 35 per ton. No Bar Iron to pay a less duty than 35 per cent. ad val.	
Pig, Scotch—Coltsess.....per ton 23 @ —	
Gartsherrie.....32 60 @ —	
Summerlee.....— 2 @ —	
Carnbroe.....— 2 @ —	
Langlois.....— 2 @ —	
Glenarnock.....31 @ —	
Kglinton.....29 60 @ 30	
Pig, American, No. 1.....23 @ —	
Pig, American, No. 2.....21 @ 22	
Pig, American, Forge.....18 @ 20	
Bar, Refined, English and American.....— 5 @ —	
Bar, Swedes, assorted sizes.....(gold) @ 110	
Bar, Swedes, ordinary sizes.....— 130 @ 140	
Bar, Swedes, Plover sizes.....— 61 @ —	
Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6	
1 in. x 1 to 1 in.....57 60 @ —	
Bar Refined, 1½ to 6 by 1 & 5-16 in.....62 60 @ —	
Bar Refined, 1½ by 1 & 5-16.....62 60 @ —	
Large Rounds, 2½ to 3½ @ 4 in.....62 60 @ 72 50	
Scroll.....62 60 @ 122 50	
Ovals and Half-round.....72 50 @ 82 50	
Band, 1 to 6 in. by 3-16 to No. 12.....72 50 @ 77 50	
Horse Shoe.....38 @ 80	
Rods, 1 to 16 inch.....62 60 @ 110	
Hoop, 1 by No. 22 to 1 & 1½ by 13 & 14.....82 50 @ 130	
Nail Rod.....— 74 @ —	
Sheet Russia, as to assortment.....(gold) @ 11 @ 12	
Sheet, Single, D. and T. Common.....— 41 @ —	
Sheet, Doubles and Trebles, Charcoal.....— 5 @ 54	
Sheet Galvanized 1st and 2d quality. List 20 @ 35 p. ct. disc.	
Rails, English.....(gold) per ton 35 @ 36	
Rails, American, at Works in Penna. c'y. 43 @ 48	
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val. (Store Prices.)	
English, Cast, (2d and 1st quality).....per lb. — 14 @ — 16	
English Spring (2d and 1st quality).....— 61 @ — 64	
English Billet (2d and 1st quality).....— 9 @ — 14	
English Machinery.....— 94 @ — 104	
English German (2d and 1st quality).....— 104 @ — 114	
American Billet.....— 9 @ — 9	
American, Cast, Tool.....— 10 @ — 10	
American, Cast Spring.....— 10 @ — 10	
American Machinery.....— 10 @ — 10	
American German Spring.....— 10 @ — 10	
NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent; Yellow Metal and Zinc, 35 per cent. ad val.	
10d. to 60d. Com. Fence & Sheath per keg. 2 87½ @ 3 —	
8d. and 9d. ".....3 25 @ —	
6d. and 7d. ".....3 50 @ —	
4d. and 5d. ".....3 75 @ —	
3d. and 4d. Light.....4 50 @ —	
2d. Fine.....5 25 @ —	
2d. Fine.....6 @ —	
Cut Spikes, all sizes.....3 25 @ —	
TIN—Duty: Pig, Bars and Block, 7½; Plate and Sheets and Terne Plates, 1 1-10 cents per pound.	
Blanca.....(gold) per lb. — @ — 23	
Straits.....(gold).....— 181 @ — 184	
English, L. & F.....(gold).....— @ — 184	
English, Refined.....(gold).....— @ — 184	
Plates—Fair to good brands.....Gold.	
I. C. Charcoal.....per box. 7 50 @ 7 75	
I. C. Coke.....6 62½ @ 6 75	
Coke Terne.....6 12½ @ 6 25	
Charcoal Terne.....7 @ 7 25	
PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40 @ 48 gravity (in bulk).....— 84 @ — 84	
Crude 40 @ 47 gravity (in shipping order).....— @ — 114	
Refined, Standard White (in ship's order).....— 144 @ — 144	
Refined, S. W. (in jobbing lots).....— 17 @ — 174	
Refined, S. W. (in tin).....— 18½ @ — 21	
Naphtha, Refined (65 @ 73 gravity).....— 24 @ —	
Residium.....(in shipping order) per gall. 61 @ — 64	
COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent. ad val.	
Copper, New Sheathing, (over 12 oz.) per lb. — @ — 30	
Copper, Bolts.....— @ — 31	
Copper, Brasers' (over 16 oz.).....— @ — 31	
Copper, Nails.....— 38 @ — 39	
Copper, Old Sheathing, &c., mixed lots.....— 19 @ — 21	
Copper, American Ingot Lake.....— 22½ @ — 21	
Copper, English Pig.....— @ —	
Yellow Metal, New Sheathing & Bronze.....— @ — 21	
Yellow Metal, Bolts.....— @ — 25	
Yellow Metal, Nails, Sheathing & Slating.....— @ — 21	
LEAD—Duty: Pig, 2½ per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.	
Spanish Ordinary.....(gold) per 100 lb. 8 87½ @ 7 —	
German Ordinary.....(gold) 8 87½ @ 7 —	
English.....(gold).....— @ 7 124	
Foreign Refined.....(gold).....— @ —	
Domestic.....(gold).....— @ —	
COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 30 lb. to the bushel; Anthracite, 75 cts. per ton of 28 bushels of 30 lb. to the bushel.	
Liverpool Gas Channel.....— 10 @ —	
Liverpool House Channel.....— 15 @ — 17	
Anthracite (by cargo).....per ton of 2,000 lb. 5 35 @ 6 —	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 8.

	W.2	Th.3	F.4	Sat.5	M.7	Tu.8
Allegheny Val. 7 3-10s. 98½	97	97	97½	97½	97½	97½
7s. 1880.....	101	101	101	101	101	101
Camden & Am. 6s, 1880.....	105½	105½	105½	105½	105½	105½
6s, 1880.....	105½	105½	105½	105½	105½	105½
Camden and Atlantic.....	54½	54½	54½	54½	54½	54½
1st mortgage.....	19½	19½	19½	19½	19½	19½
2d mortgage.....	19½	19½	19½	19½	19½	19½
Catawissa.....	45½	45½	45½	45½	45½	45½
Preferred.....	45½	45½	45½	45½	45½	45½
New preferred.....	43½	43½	43½	43½	43½	43½
7s, new.....105½	105½	105½	105½	105½	105½	105½
Elmira & Williamsport.....	100½	100½	100½	100½	100½	100½
Preferred.....	100½	100½	100½	100½	100½	100½
Hunt. & B. Top Mt.....	15	14½	14½	14½	14½	14½
Preferred.....	15	14½	14½	14½	14½	14½
2d mortgage.....	51½	51½	51½	51½	51½	51½
Lehigh Navigation.....	51½	51½	51½	51½	51½	51½
6s, 1877.....	104	104½	104½	104½	104½	104½
6s, 1884.....	104	104½	104½	104½	104½	104½
Gold Loan.....	105	105	105	105	105	105
Railroad Loan.....	64	63½	63½	63½	63½	63½
Conv. Gold Loan.....	64	63½	63½	63½	63½	63½
Lehigh Valley.....	64	63½	63½	63½	63½	63½
6s, new, coupon.....	106	106	106	106	106	106
6s, new, registered.....	106	106	106	106	106	106
7s.....	100	100	100	100	100	100
Consol. mort. 6s.....	99½	99½	99½	99½	99½	99½
Little Schuylkill.....	51½	51½	51½	51½	51½	51½
7s.....	55	55	55	55	55	55
Minehill & Sch. Haven.....	55	55	55	55	55	55
North Pennsylvania.....	55½	55½	55½	55½	55½	55½
1st mortgage 6s.....	104	104	104	104	104	104
2d mortgage 7s.....	109	109	109	109	109	109
Chattel 10s.....	106½	106½	106½	106½	106½	106½
Gen'l mort. 7s, coup.....	38½	37½	37½	37½	37½	37½
Northern Central.....	38	37½	37½	37½	37½	37½
Oil Creek & Alleg. Riv. 15½	15½	15½	15½	15½	15½	15½
1st mortgage.....	84	84	84	84	84	84
Pennsylvania R. R.....	55½	54½	54½	54½	54½	54½
1st mortgage.....	102	102	102	102	102	102
Gen'l mortgage.....	102	102	102	102	102	102
Gen'l mort. reg.....	102	102	102	102	102	102
Penn. State 6s, 2d series 103	103	103	103	103	103	103
Penn. State 6s, 3d series 113	113	113	113	113	113	113
Philadelphia City, 6s.....	108	108	108	108	108	108
6s, new.....107½	108	108	108	108	108	108
Phila. and Reading.....	52½	52½	52½	52½	52½	52½
Debenture bonds.....	52½	52½	52½	52½	52½	52½
7s, of 1893.....	106½	106½	106½	106½	106½	106½
7s, new, convertible.....	106½	106½	106½	106½	106½	106½
Gen'l mortgage.....	21½	21½	21½	21½	21½	21½
Gen'l mortgage, reg.....	21½	21½	21½	21½	21½	21½
Philadelphia and Erie 22	21½	21½	21½	21½	21½	21½
1st mortgage, 6s.....	91½	91½	91½	91½	91½	91½
2d mortgage, 7s.....	91½	91½	91½	91½	91½	91½
Pittsb., Cin. & St. L. 7s 80	80½	80½	80½	80½	80	

back average at \$47,356,200. Their deposits stood at \$224,509,100. The loan item was \$266,067,400. The circulation was \$17,449,300.

The City Bank net reserve of specie and legal tender notes now shows an excess over the legal requirement of reserve to liabilities, of \$14,799,725.

The aggregate of the outstanding U. S. currency, of all denominations, February 1st was \$417,205,989. The outstanding amount of legal tender notes is \$371,273,140. The National bank circulation is now \$342,809,036, including \$2,100,085 of national gold bank notes.

The specie shipments from San Francisco, January 1 to Jan. 27th, were \$2,066,860, against \$1,424,902 same time in 1875. The overland shipments of coin to New York from Jan. 1st to 27th were \$1,100,570.

On Tuesday of this week the cash balances of the Treasury Department at Washington were: of Currency \$11,542,844; special deposit of legal tenders for the redemption of certificates of deposit, \$41,790,000; Coin, \$72,511,857; Coin certificates, \$34,698,900.

The week's import entries of Foreign Merchandise at New York were \$6,756,200, including \$2,488,020 of Dry Goods.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 70% millions; and from Customs, 91 millions.

Gold has been less active, and at the close weak and irregular as to price. The speculative demand has been less confident. A moderate inquiry has been noted for Custom House purposes with a light export movement. The extremes of the price during the week have been 112% @ 113, closing on Wednesday at 112% as against 113% on Wednesday of the preceding week. The specie outflow last week was \$387,746 against \$496,167 the previous week. The imports of specie at this port last week were \$712, and since January 1, \$394,411, as against \$146,463 same time last year. The customs demand for gold last week averaged \$346,833 per day. Foreign Exchange has been moderately active, closing generally steady. Bankers' sixty day bills on London closed on Wednesday at \$4 85% @ \$4 86; eight bills on London at \$4 89% @ \$4 90 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$4,557,375. The week's imports of Dry Goods and general merchandise were to the specie value of \$6,756,200 as against \$5,926,495 the corresponding week of 1875.

Government Securities have varied in price with gold, and have been offered with more freedom, (chiefly on foreign account) through the week, but the home investment demand has been quite active at the ruling figures, and at the close, the market showed more steadiness. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$361,033,462.

U. S. sixes of 1881 closed on Wednesday of this week at 122% @ 122%; U. S. Five-Twenties of 1864, at 114% @ 114%; U. S. Five-Twenties of 1865, 117% @ 118; U. S. Five-Twenties of 1865, consolidated, 119% @ 119%; U. S. Five-Twenties of 1867, 121% @ 121%; U. S. Five-Twenties of

1868, 123% @ 123%; U. S. Ten-Forties at 119% @ 120%; U. S. Fives of 1881, (Funding Loan) 117% @ 117%; Six per cent. currency Sixes, 125% @ 125%.

State and Railway bonds have been in fair request, and have been quoted generally quite firm in price. And in the line of Railway and Miscellaneous share property a moderately active movement has been reported through the week at variable places, closing generally more steady.

General business has been on a moderate scale. Domestic Produce has been selling to a fair extent in the leading instances, but prices have shown considerable irregularity. Breadstuffs, Provisions, and Cotton closed more firmly. Foreign merchandise, has been in less demand, but not altered much as to values. The Metal trade has been dull. Eglington Pig Iron quoted here at \$29 50 @ \$30; Glengarnock \$31 @ \$32; Coltness \$33; No. 1 American Pig at \$23 @ \$24; No. 2 do. at \$21 @ \$22; Forge, \$16 @ \$20; English Rails (in bond) \$35 @ \$36 gold; American Rails at works, \$45 @ \$48; Old Rails \$20 @ \$22. Wrought Scrap, \$30 @ \$31. Ocean freights have been comparatively slow, at variable rates, closing for Cotton, Flour, Grain, and Provisions with more firmness.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Rome, Watertown and Ogdensburg 7s, consol., 98%; Central Pacific 6s, Land Grant, 98%; Dubuque and Sioux City R. R., 7s, do. 1st mort., 2d div., 106; Chicago and Northwestern Interest bonds, 104; Lehigh and Wilkesbarre 7s, consol., 99%; Morris and Essex 7s, Construction, 101%; East Tennessee, Virginia and Georgia 1st mort., 88%; Canada Southern 1st mort., coupon on, 70; do. with interest certificate, 69%; United States 5-20s, coupon, called bonds, 114%; Buffalo and Erie 7s, new, 104%; Chicago, Rock Island and Pacific 6s, S. F., 99; Cedar Falls and Minnesota 1st mort., 56; Indianapolis, Bloomington and Western 1st mort., 30; do. 2d mort., 11; Hannibal and Central Missouri 1st mort., 81; South Pacific Railroad of Missouri 6s, 67; Toledo, Peoria and Warsaw 2d mort., 37; do. 7s consol., 40; Chesapeake and Ohio 1st mort., coupon on, 31; Toledo, Canada Southern and Detroit 1st mort., 58; Delaware and Hudson Canal reg. 7s, 1877, 102; Long Island R. R. 1st mort., 101%; Missouri, Kansas and Texas R. R., 8; New Jersey Southern R. R., 17%; Belleville and Southern Illinois pref., 19; Tennessee 6s, 46; do. new, 44%; do. new series, 44%; Missouri 6s, long bonds, 102%; do. 6, 1877, 100%; North Carolina 6s, special tax, 1st class, 3%; do. 6s, old, Jan. and July, 17%; New York State 7s, Bounty Loan, reg., 104%; do. coupon, 104%; Virginia 6s, consol., 2d series, 45; Arkansas 6s, Fund act, 45; Canton Co., 46; Spring Mt. Coal, 64. The latest quotations are: Pacific Mail 85% @ 85%; Western Union Telegraph, 77% @ 77%; Atlantic and Pacific Tel., 20% @ 20%; Quicksilver Mining 17 @ 18; do. pref., 20 @ 23; Mariposa Land and Mining, 8% @ 9; do. pref., 8% @ 10%; Adams Exp., 109% @ 109%; American Exp., 63 @ 63%; U. S. Express, 68% @ 68%; Wells-Fargo Express, 87 @ 87%; Chicago and Alton, 108% @ 104%; Cleveland and Pittsburgh, 95 @ 95%; Chicago and North-western, 41% @ 42; do. pref., 63 @ 63%; Chi-

cago Rock Island and Pacific, 108% @ 109; Chicago, Milwaukee and St. Paul, 42% @ 42%; do. pref., 79% @ 79%; Cleveland, Columbus, Cincinnati and Indianapolis, 55% @ 56; Columbus, Chicago and Indiana Central, 56 @ 53; Delaware, Lackawanna and Western, 118% @ 119%; Erie, 15% @ 16%; Hannibal and St. Joseph, 18 @ 18%; do. pref., 28% @ 28%; Lake Shore and Michigan Southern, 65 @ 65%; Michigan Central, 59% @ 59%; New York and Harlem, 138 @ 140; N. Y. Central and Hudson River, 112% @ 113; Central of New Jersey 109% @ 110; Ohio and Miss., 21% @ 21%; Panama, 130 @ 134%; Toledo, Wabash and Western, 6 @ 6%; Pacific R. R. of Missouri, 18% @ 14; Union Pacific, 68% @ 68%; do. 1st mort., 104 @ 104%; do. 7s, land grant, 101% @ 101%; do. sinking fund 8s, 95% @ 96; Central Pacific 6s, gold, 106% @ 106%.

Philadelphia.—Allegheny Valley Income bonds, 58; Pennsylvania and New York 7s, 109; Northern Pacific 7.30s, 22%; Philadelphia and Reading 1848-80, 103%; Susquehanna Canal 6s, 77; Schuylkill Navigation 6s, 1895, 79; do. div. scrip, 94%; Philadelphia and Reading Coal and Iron mort., 7s, 92; do. debent., 7s, 85; West Jersey 1st mort. 6s, 100; do. 7s, 108; Delaware and Bound Brook R. R. 7s, 103; Oil Creek 7s, rec., 72; Lehigh Navigation consol., 7s, 102; Washington and Georgetown R. R. 6s, 95%; Wilmington and Reading 1st mort., 47%; Huntingdon and Broad Top Mt. 7s, consol., 64; Philadelphia, Germantown and Norristown R. R., 100%; Fifth and Sixth R. R., 80; Morris Canal pref., 132; Ridge Ave. R. R., 73; Nesquehoning Valley R. R., 56%. The latest quotations are: City 6s, 103@—; do. free of tax, 108% @—; Pennsylvania State 6s, 2d series, 103 @ 103%; do. 3d series, 112 @ 113; Philadelphia and Reading, 51% @ 51%; do. Gen'l mort., 7s, coup., 113 @ 115%; do. reg., 111% @—; do. mort. 6s, 1880, 103 @ 104; do. 7s, new conv., 105% @ 106; do. 7s, 1893, 111% @—; United New Jersey R. R. and Canal Co., 138% @ 139; Camden and Amboy mort. 6s, 1889, 105% @ 106; Pennsylvania R. R., 54% @ 55; do. 1st mort., — @ 104%; do. general mort. coupon, 103% @ 103%; do. reg., 105 @—; Little Schuylkill R. R., 51% @ 51%; Morris Canal, 52@—; do. pref., 132@—; do. 6s, 100@—; Susq. Canal, 82@9; do. 6s, 76 @ 78; Schuylkill Nav., 7% @ 8; do. pref., 15 @ 15%; do. 6s, 1882, 81% @ 82; do. 1872, 95 @ 96; do. 6s, Imp., 90 @—; Elmira and Williamsport pref., 39 @ 42; do. 7s, 100% @—; do. 6s, 65@—; Lehigh Coal and Navigation, 50% @ 50%; do. 6s, 1884, 103% @ 104; do. R. R. Loan 102@—; do. Gold Loan, 105 @ 105%; North Pennsylvania, 53@—; do. 6s, 104 @ 104%; do. 7s, 107% @ 109; do. Gen'l mort. 7s, 104% @ 105; Philadelphia and Erie, 21% @ 21%; do. 6s, 101 @ 102; do. 7s, 92% @ 92%; Minehill, 53 @ 53%; Catawissa, 19 @ 20; do. pref., 45 @ 46; do. new pref., 43% @ 44; do. 7s, 1900, 105% @—; Lehigh Valley, 63 @ 63%; do. 6s, new coupon, 104 @ 105; do. reg., 105 @ 106; do. 7s, 118 @ 118%; do. 6s, consol. mort., 100 @ 100%; Fifth and Sixth streets (horse), 79% @ 80%; Second and Third, 92 @ 93; Thirteenth and Fifteenth, 48% @ 50; Spruce and Pine, 52 @ 54; Green and Coates, — @ 71; Chestnut and Walnut, 118 @ 114; Hestonville, 37% @ 38; Germantown, 88 @ 89; Union, 108 @ 112; Lombard and South, 34% @ 38; Ridge Avenue, 70 @ 75; Tenth and Eleventh, 125@—.

Boston.—Philadelphia, Wilmington and Baltimore R. R. 6s, 101½; Cincinnati, Sandusky and Cleveland 7s, 71; Atchison, Topeka and Santa Fe 2d mort., 84¾; Eastern R. R. 7s, notes, 50; Ogdenburg and Lake Champlain 8s, 1879, 95; Michigan Central Air Line 8s, 90; South Boston Horse R. R., 60½; Quincy Railroad Bridge Co., 106¾; New Bedford R. R., 109; Rutland pref., 10; New Hampshire 6s, 107¾; Massachusetts 5s, 1893, gold, 111½; Chicago 7s, 105; St. Louis City 6s, 1895, 100¾; St. Louis County 6s, 1878, 106¾; do. 1880, 106; do. 7s, 1887, 104¾; Providence 5s, 1900, gold, 105¾; Boston 5s, 1878, gold, 110¾; do. 1882, 108; do. 1883, 107¾; Chelsea 6s, 1891, 104¾; Salem 5s, 1887, 97; Fall River 6s, 1895, 105; do. 5s, 1894, 102¾; Portland 6s, 1882, 102; do. 1907, 100; Springfield, Ill., 10s, 104½; Cincinnati 7.30s, 1902, 102¾; do. 6s, 1882, 100; Lynn 6s, 1894, 104¾; Lowell 6s, 1890, 104¾.

Baltimore.—Atlanta and Richmond Air Line 8s, 62; Virginia and Tennessee 8s, 80; Chesapeake and Ohio Canal 6s, 116; Union R. R. 1st mort., guar., 96; Baltimore and Ohio 1st pref., 105; do. 2d pref., 104¾; Maryland Defense 6s, 111; Virginia Peeters, 44; Baltimore City 6s, 1875, 102¾; do. 1890, 108½; do. 1902, 108¾; do. 1900, 107½; do. 1900, new, 107½; do. 1886, 107; Cincinnati 7.30s, 103½; Santa Clara Mining Co., 17½; do. bonds, 44; Atlantic Coal, 2.54. The latest quotations are: Wilmington and Weldon 7s, 100@101; Wilmington, Columbia and Augusta 7s, 40@43; Richmond and Danville 1st mort., 71@72½; Pittsburgh and Connellsville 7s, 1898, 105½@106; Baltimore and Ohio, 172¾@173; do. 6s, 1880, 108¾@104; do. 1885, 106@108; Washington Branch 120@—; Northern Central, 37¾@38; do. 6s, 1877, 100@—; do. 6s, 1885, 102@105; do. 6s, 1900, 102½@103½; do. 6s, 1900, gold, 100@101; N. W. Va. 8d mort., 1885, 100@—; Marietta and Cincinnati 1st mort., 7s, 1892, 107@108; do. 2d mort., 7s, 100@100½; do. 3d mort., 8s, 77@77½; Central Ohio, 42@43; do. 1st mort., 102@103; Western Maryland, 5@5½; do. 1st mort., 6s, 1890, 90@90; do. 1st mort., guar., 103@—; do. 2d mort., guar., 103@—; do. 3d mort., guar., 103@—; do. 2d mort., pref., 92@—; do. 2d mort., guar. by Washington Co., 95@100; Virginia and Tennessee 2d mort., 6s, 77@80; do. 3d mort., 8s, 79¾@80; Orange and Alexandria 1st mort., 6s, 85@90; do. 2d mort., 6s, 80@81; do. 3d mort., 8s, 75@76; do. 4th mort., 8s, 59½@61; Orange, Alex. and Manassas 7s, 89½@89¾; Baltimore 6s, 1875, 102½@102¾; do. 1884, 107½@—; do. 1886, 107½@—; do. 1890, 108½@108½; do. 1900, 107½@—; do. 1902, 107½@—; do. 6s, exempt, 110@—; do. 5s, 80@90; Memphis City 6s, 80@40; Maryland Defense 6s, 1883, 110½@111; do. 6s, 1890, 105@108; do. 6s, exempt, 109½@—; do. 6s, 90@—; Virginia coupon 6s, old, 37@42; do. new, 37@42; do. consol. 6s, 68½@69; Virginia coupons, 86¾@87; West Virginia def. certif., 9½@9¼; City Passenger R. R., 28@32; George's Creek Coal, 140@—; Atlantic Coal, 2.40@2.45; Canton Co., 45@47.

The Safe Deposit Company of New York give notice in another column that as an additional protection against loss by theft they have superadded the device known at the Chronometer, or Time Lock, to their otherwise secure repository for the valuables of their customers.

Delaware and Bound Brook Railroad.

A statement of the leading items of the Delaware and Bound Brook Railroad Company was submitted to the Philadelphia Stock Exchange on the 5th inst., entered of record, and the stock and bonds were admitted to the stock list and are subject to call. From the facts and figures furnished the road runs from Yardleyville, on the Delaware river, to Bound Brook, on the Central Railroad of New Jersey, the whole length of the Bound Brook road being twenty seven miles. The stock already issued is \$1,000,000, and \$500,000 more is authorized, making 1½ millions of capital. Of bonds, all of which are coupon and first mortgage, \$1,000,000 have been issued and half a million more are authorized, making 1½ millions of bonded debt. If these figures are correct, says the Philadelphia Ledger, from which the above was obtained, there has already been expended by the company 2 millions of dollars, or a cost of over \$74,000 per mile; and should, as is probable, the additional million of capital and bonds authorized be availed of, the total expenditure of 3 millions will equal \$110,000 per mile of twenty-seven miles of road and equipments.

The annual meeting of the Boston, Barre and Gardner Railroad was held at Worcester, Mass., on the 2d inst., when the following directors were chosen: Ginery Twitchell, Stephen Salisbury, Calvin Foster, Wm. W. Rice, Lewis Barnard, Clark Jilison, Levi Heywood, Charles Heywood, Isaac N. Ross, Wm. H. Morse and Nelson D. White. The President, Hon. Ginery Twitchell, stated that the gross earnings of the road for the last three months exceeded those of the corresponding three months of the year previous by \$1,270 50, while the expenses have not been as heavy. The extension has thus far cost \$29,263 67. Land damages have not been paid as assessed, but the County Commissioners have been petitioned to that effect.

The Cumberland News gives the particulars of the trial of a new invention called an "improved roll-train," which was patented in March, 1875, by Thomas R. Venners, Richard Rowley and Thomas Venners, of that city. It is claimed that this roll-train, besides doing the work of an ordinary rolling-mill, and doing it better, will roll tapered iron for railway frog-points and switch-tongues, or ship-knees—anything, in short, down to harrow teeth, and all of these of any size or degree of taper; it will also roll, with the grain of the metal, ship or boiler plates.

At the annual meeting of the stockholders of the Providence and Worcester Railroad Company, held in Providence, R. I., on the 7th inst., the old Board of Directors was re-elected as follows: William S. Slater, Earl P. Mason, Paul Whitin, Isaac Davis, Henry Chapin, Gideon L. Spencer, Elijah C. Stoddard, Lyman A. Cook, Estus Lamb, John C. Whitin, James Y. Smith, George A. Leete, Eben B. Phillips, John R. Balch, and Moses B. I. Goddard.

Work has been commenced near Frankfort, Ohio, on the Dayton and Southeastern Railroad. Two contracting firms are at work—one with six miles to build, and the other with ten.

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BANKERS,

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Refers by permission to Messrs. M. K. Joslin, Titton & Co., New York; Messrs. Soutter & Co., New York; Jos. S. Norris, Esq., President First National Bank, Baltimore; Robert Mickle, Esq., Cashier Union National Bank, Baltimore.

OFFICE OF THE SAFE DEPOSIT COMPANY OF NEW YORK, 140, 142 AND 146 BROADWAY.

To the Public: In view of the excitement and anxiety in the public mind aroused by the robbery of the Northampton Bank, and the discussion resulting therefrom of the advisability of the use of the time lock as an additional security, we would inform the public that though there is no parallel between the provisions for security made by this Company since its organization and those provided by any bank, we have superadded the "Chronometer" or "Time Lock," to the other simple security we offer.

FRANCIS H. JENKS,

President of the Safe Deposit Co. of N. Y.

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APPLY AT THE OFFICE OF

EDWARD MATTHEWS,

No. 4 Broad Street.

The Iron Pantheon constructed at the Carr foundry, Trenton, N. J., for Port-au-Prince, was shipped to its destination last week. It filled nineteen cars, and included 385,937 pounds of cast iron, 20,065 of wrought iron, while the roof frame contained 18,790 pounds of cast and 5,515 of wrought iron, making a total of 430,367 pounds.

The Brazil and River Plate Mail says that the Argentine Government has entered into a contract with Mr. Rogers for working the Andino-Railway, from Villa Maria to Rio Quinto, for a period of four years, at, for three years, 90 per cent of the gross revenue, and 75 per cent for the last 12 months.

**Railway Postal Car Service,
THE GOVERNMENT FAST MAIL TRAIN.
POST OFFICE DEPARTMENT,
OFFICE GEN'L SUP'T RAILWAY MAIL SERVICE,
WASHINGTON, JAN. 29, 1876.**

Hon. Marshall Jewell, Postmaster General:

Sir: Being about to retire from an office in which I have labored with earnest zeal and with such efficiency as I could command for many years I deem it but just that I should speak of some of the matters of which I have had charge, that the facts in relation thereto may go to the public, as it were, in an official character.

My predecessor in office, the lamented Col. Armstrong, was the originator of the railway postal car service in the United States; and from the date of the running of the first postal car to the time of his death gave all of his energies and all his fine executive talents to the firm establishment and extension of the system which he invented. That he thus conferred great benefits upon the country and largely increased the usefulness of the postal service, all men cheerfully agree.

Since my induction into office the policy so successfully inaugurated by my predecessor has been constantly pursued, and the postal car service extended and improved as much as practicable; so that whereas twelve years ago there was only a single postal car line of 140 miles in length, with one car running each way daily, there are now more than 40,000 miles upon which this service is daily performed in the United States, and 170,000 miles in route agent cars.

But the great extension of the system, and its great value to the public, are, I believe, universally conceded. For whatever I have been able to contribute thereto, by reason of my position as Superintendent, I am largely indebted to the generous manner in which I have generally been sustained by Congress, by the department, by the press, and by the public using the mails, and also by the intelligence and efficiency with which I have been supported by my assistants and the employees under the supervision of this office. I need say nothing more, therefore, upon the general subject of the postal car service.

There is one matter, however, with which I have been intimately connected, upon which I wish to say some few words. I refer to the "Fast Mail service," and this because the facts in relation thereto have not been fully published in any official form, and are not correctly understood by many persons. "The Fast Mail train" has been called "a mere newspaper train," and has received other epithets which I need not mention. These things have brought about no little misapprehension as to the actual facts, which I regard it as my duty to correct. The best way to do this is by a plain statement of the facts. Inasmuch as it is by the weight of the mail carried at so much per ton per mile the mails are carried, (namely, \$25 per ton for all above 5,000 pounds,) the element of weight does not enter into the cost of carriage whether the mails go ten, twenty-eight, or fifty miles an hour. The only items of increase are in the railway postal car service, for which the Government pays at the following rates per mile per annum:

Per mile,	
55 or 60-foot car, per annum.....	\$50
50-foot car, per annum.....	40
45-foot car, per annum.....	30
40-foot car, per annum.....	25

—and in the additional clerical force necessary by the increase of mails concentrated on the fast line. The following figures will show the increase in each of these particulars:

The New York and Chicago line is via New York Central and Hudson River, and Lake Shore and Michigan Southern Railroads.

Cost of postal car service between New York and Buffalo, prior to Sept. 16, 1875.....	\$24,450 00
For same service between Buffalo and Chicago, prior to Sept. 16, 1875....	77,613 90
Total.....	\$102,063 90

Present postal car service:	
Fast Mail train between New York and Chicago.....	\$145,542 00

Local trains:	
Between New York and Buffalo.....	13,260 00
Between Buffalo and Chicago.....	32,138 00

Total.....	\$190,940 00
Increase in cost of car service....	88,876 10

The increase in the clerical force on the "Fast Mail" train since its inauguration, Sept. 16, 1875, is shown by the following:

Two head clerks, at \$1,400.....	\$2,800 00
Two clerks, at \$1,200.....	2,400 00
Twenty one assistant clerks, at \$1,000.....	21,000 00

Total.....	\$26,200 00
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Which, added to the increase on account of postal car service, makes a total increase on account of the "Fast Mail" train of.....\$115,076 10

But a great deal of this increase is apparent rather than real. The establishment of the "Fast Mail" made it practicable to reduce the number of postal cars, clerks, etc., on other lines, and the amount of this reduction is, therefore, justly to be taken from the expenses of the "Fast Mail."

The decrease in postal car service and clerical force already made or intended at an early day, for the reason that its continuance is rendered unnecessary by the superior accommodations supplied by the "Fast Mail" is as follows:

Discontinuance of eight lines of postal cars, costing for car service alone....	\$51,427 71
Discontinuance of salary for postal clerks on these lines in excess of those necessary for local service....	46,400 00
Total decrease.....	\$97,827 71

Deducting this decrease made practicable by the "Fast Mail" from the increase for the "Fast Train," (\$115,076 10,) as above set forth, and we have a net increase of expense incurred by the establishment of the "Fast Mail" of only.....\$17,248 39

The amount of service performed on the "Fast Mail train" has been all the while very great. During the months of November and December last the clerks on this train distributed mail as follows:

Sacks of paper mail distributed.....	60,750
Packages of letter mail.....	303,136
Number of pieces of paper mail, allowing 200 pieces to each sack.....	12,150,000
Number of pieces of letter mail, allowing sixty pieces to each package....	18,188,160
Number of pieces of paper mail distributed, Sundays included.....	202,500
Number of pieces of letter mail each day, Sundays included.....	303,136
Total number of pieces of mail distributed daily.....	505,636

But this is not all of the service performed by this Fast Mail Train. In addition to regular mail matter, the Fast Mail Train carries great quantities of what I may call "official matters." I here

refer to stamps, stamped envelopes, and postal cards—the currency of the postal service. These Government stamps are made in New York, the envelopes at Hartford, Conn., and the postal cards at Springfield, Mass. A very great proportion of all used in the United States passes over the Fast Mail Train. For the small actual increase of less than \$18,000 annually, as shown above, over the expense of the slow trains of former times, we have an exclusively Government postal train, traveling 970 miles daily each way, absolutely controlled by the department, run at an extremely high rate of speed, reaching by its connections and ramifications, and directly benefiting 25,000,000 people, to whom it reduces the time for the receipt and dispatch of their mail from six to twenty-four hours, according to location. I regard the value of this service to the business and the intelligence of the country as inestimable. I think it would be cheap if it cost much more than it does. Its benefits are being more and more acknowledged every day. Those who would dispute them, understanding the facts, would dispute against the sun; and with them I have no argument. I cannot speak in too high praise of the manner in which the "Government Fast Mail Train" has from the beginning been managed. There is no mail train in the world comparable to it. The locomotives and cars, manufactured at great expense by the railway companies, are used exclusively for this purpose. I regard these trains and the fidelity and efficiency with which they are conducted as a magnificent contribution to the public service. Their regularity in time, notwithstanding their high rate of speed, is something wonderful. In all the trips thus far made there has been but one train behind time, and that only eleven minutes. So much is this splendid train regarded as exclusively under Government control, that no officer of the railroads, not even Mr. Vanderbilt himself, is permitted to ride on it without the proper authority from the Post Office Department.

Such are the particulars and general facts connected with the Government Fast Mail Train. I respectfully submit that they are creditable to the department and the country, and especially creditable to the railroad management.

The facts in regard to the limited mail train, which is also a fast train between New York and Pittsburg, Cincinnati and St. Louis are also interesting. This line is by the Pennsylvania Central, Pittsburg, Cincinnati and St. Louis, and Indianapolis, Vandalia and Terre Haute Railroads. The figures showing increase of expenses as compared with slow mails are as follows: Cost of postal car service prior to Sept. 16, 1875, between New York and Pittsburg, there being none west of Pittsburg, \$17,808.

Cost of present car service—	
Between New York and Philadelphia.....	\$17,550
Between Philadelphia and Pittsburg.....	40,664
Between Pittsburg and Columbus.....	12,800
Between Columbus and Cincinnati.....	4,840
Between Cincinnati and St. Louis.....	17,056

Total.....	\$92,910
------------	----------

Increase of clerical service:

Between Philadelphia and Pittsburg—	
One head clerk.....	\$1,400
Fourteen assistant clerks at \$1,000.....	14,000
Total.....	\$15,400

Between Pittsburg and Cincinnati—	
Seven clerks at \$1,200.....	\$8,400
Four assistant clerks at \$1,000.....	4,000
Total.....	12,400

Between Pittsburg and St. Louis—	
Three head clerks at \$1,400.....	\$4,200
Five clerks at \$1,200.....	6,000
Nine assistant clerks at \$1,000.....	9,000
Total.....	19,200

Total.....	\$47,000
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But here, again, the increase of expense is by

no means so great as it would appear from these figures, and from the same reason as stated above as to the "Government Fast Mail Train," namely, because the establishment of these Fast Mail Trains renders unnecessary a considerable service which otherwise would have to be performed. The fact as to these lines discontinued, or to be discontinued, are as follows:

Cost of car service on such lines.....\$14,300
Decrease of cost of clerical force..... 28,400

Total decrease.....\$40,700

Let me here give a recapitulation of cost of service on the Pennsylvania Railroad, Pittsburg, Cincinnati and St. Louis and Indianapolis, Vandalia and Terre Haute Railroads:

Cost of car service prior to Sept. 16, 1875.....\$17,808
Cost of present car service..... 92,910

Increase in cost of car service.....\$75,102
Increase in cost of clerical force..... 47,000

Total increase.....\$122,102
Decrease on other lines as above explained. 40,700

Net increase.....\$81,402

Let me state a few other interesting facts connected with the "Fast Mail" service. The "Government Fast Mail Train" is made up of four postal cars, and runs daily between New York and Chicago, a distance of 970 miles—making 1,940 miles of daily service and 708,100 miles of annual service. This is equivalent to the service of one car (on the old style) of 7,762 miles daily, or 2,803,217 miles annually. Similar facts are true, of course, of the fast trains over the other lines, this service amounting in the aggregate to the equivalent of single-car service on 1,712,370 miles in a year. The grand total therefore, of service (single car) is 4,545,588 miles annually. This is the magnificent contribution made by the "Fast Mail Trains" of the United States in aid of the quick dissemination of private information and public intelligence—the true object of the postal system.

I beg leave to say, in conclusion, that I am firmly convinced the Fast Mail Train was established none too soon. There may have been instances in the history of our country where private enterprise has beaten the Government in carrying mail matter; beaten it in time and in cheapness. At one time the American Express Company, from Bangor, in Maine, to Chicago, carried letters at one quarter the rate charged by the Government. A similar state of things existed for several years in that part of our country commonly called the "Pacific slope." The people are, in reality, very largely indebted to instances in which private enterprise beat the Government in carrying mail matter for cheap postage; and cheap postages are universally set down among the most valuable achievements of our Government. I know of nothing more surely calculated to maintain cheap postages on all legitimate mail matter, and in good time to reduce the rates still lower than the maintenance of a Government Fast Mail Train between the great distributing centres of the country. However this may be, it has already accomplished great good, and the continuance of the service in the same admirable manner in which it has thus far been constantly performed, must be regarded, I think, as a public necessity.

It may be said that I take a special interest in this matter because the "Fast Mail" was established during my Superintendency of the railway mail service. If any shall so think, to them I beg leave to say I may here, as in other things, have done less than my simple duty; by no possibility could I have done more. Very respectfully,
GEORGE S. BANGS.

Hon. W. H. H. Bingham, of Stowe, and S. S. Thompson, of Lyndon Centre, Vt., have been appointed Receivers of the Montpelier and Wells River Railroad.

Messrs. Baring Brothers & Co.'s Circular.

We were informed by telegraph a few days since that Messrs. Baring Brothers & Co., of London, had announced by circular their intention to take up the interest bonds provided for at the meeting of the creditors of the Eastern Railroad Company, held in Boston on the 15th of January, and pay full interest on the £600,000 sterling bonds issued by them as usual on the 1st of March and the 1st of September, 1876. The firm having specially recommended these bonds as an investment to many persons, accept the moral responsibility, and agree to make the interest good for one year. This certainly indicates a

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of January, were:

ENTERED FOR CONSUMPTION.

	1875.	1876.
Manufactures of wool....	\$1,558,214	\$1,165,916
" cotton....	1,712,290	1,823,876
" silk....	1,639,077	1,296,194
" flax....	645,755	646,818
Miscellaneous dry goods..	518,388	565,888

Total..... \$6,073,669 \$5,498,182

WITHDRAWN FROM WAREHOUSE.

	1875.	1876.
Manufactures of wool....	\$918,472	\$607,380
" cotton....	656,569	522,862
" silk....	555,819	397,687
" flax....	510,261	540,281
Miscellaneous dry goods..	139,045	111,926

Total..... \$2,775,166 \$2,179,466

Add entered for consump. 6,073,669 5,498,182

Thrown upon market.... \$8,848,835 \$7,677,648

ENTERED FOR WAREHOUSING.

	1875.	1876.
Manufactures of wool....	\$1,112,762	\$718,122
" cotton....	684,009	626,786
" silk....	461,718	479,990
" flax....	549,700	554,310
Miscellaneous dry goods..	58,056	128,147

Total..... \$2,866,245 \$2,502,355

Add entered for consump. 6,073,669 5,498,182

Total entered at the port, \$8,939,914 \$8,000,537

The imports of foreign dry goods at New York for seven months ending with January were:

ENTERED FOR CONSUMPTION.

	1875.	1876.
Manufactures of wool....	\$12,429,556	\$10,312,287
" cotton....	8,286,618	7,418,355
" silk....	11,940,520	10,268,250
" flax....	4,684,989	3,848,431
Miscellaneous dry goods..	3,951,560	3,640,763

Total ent. for consump... \$41,293,343 \$35,483,086

WITHDRAWN FROM WAREHOUSE.

	1875.	1876.
Manufactures of wool....	\$8,705,831	\$6,884,738
" cotton....	2,867,234	2,489,910
" silk....	2,947,444	3,004,895
" flax....	2,900,062	2,852,836
Miscellaneous dry goods..	801,174	699,525

Total withdrawn from warehouse..... \$18,221,845 \$15,411,904

Add entered for consump. 41,293,343 35,483,086

Total thrown on the market..... \$59,515,188 \$50,894,990

ENTERED FOR WAREHOUSING.

	1875.	1876.
Manufactures of wool....	\$8,286,391	\$6,128,157
" cotton....	3,033,664	2,901,609
" silk....	2,987,840	3,567,078
" flax....	3,095,557	2,932,391
Miscellaneous dry goods..	742,812	792,685

Total entered warehouse: \$18,146,264 \$16,331,920

Add entered for consump. 41,293,343 35,483,086

Total entered at port: \$59,439,607 \$51,815,006

The approximate earnings of the Marietta and Cincinnati Railroad for the month of January, 1876, were \$167,256, against \$152,805 for the month of January, 1875, an increase of \$14,451.

The Lehigh Valley Railroad Company are surveying a route for a new railway from Elmira to Geneva, via Watkins, along the east shore of Seneca Lake.

At the annual meeting of the Framingham and Lowell Railroad Corporation, held at South Framingham, Mass., on the 3d inst, the following gentlemen were elected Directors: E. P. Carpenter, Harrison Bliss, Hiram A. Blood, Geo. A. Torrey, S. H. Howe, Lyman Nichols, P. B. Brigham, Ralph Warner, Daniel Wetherbee, James W. Clark, William F. Ellis, Edward Hastings, S. B. Rogers. The gross earnings for the year ending September 30, 1875, were \$108,468.70, being a slight increase over the year previous.

Judge Drummond, of the United States Circuit Court at Chicago, has denied the motion for a receiver of the Chicago and Illinois River Railroad Company, pending litigation, on the ground that the property is in the possession of the Chicago and Alton railroad Company, which is perfectly responsible.

HUDSON RIVER CEMENT WORKS,

Manufactory at Kingston, N. Y.

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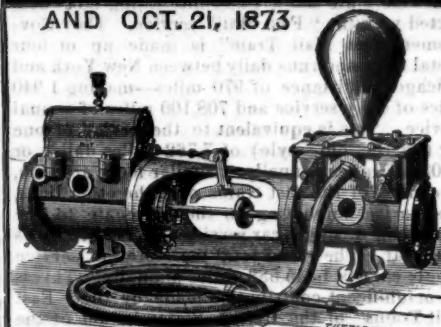
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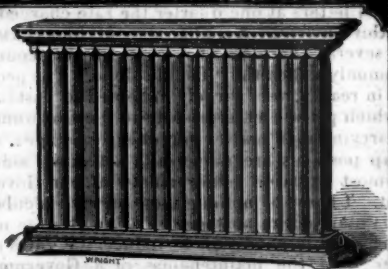


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The Coal Trade.

The Philadelphia Ledger of February 7th says: The trade for the week ending on the 29th ult., increased a little. The quantity sent from all the regions of which we have report is 322,799 tons anthracite, against 188,785 tons for the corresponding period of last year, showing an increase of 184,014 tons. The total amount of anthracite sent for the year is 1,634,809 tons, against 1,226,332 for same period last year, an increase of 408,477 tons. The quantity of bituminous coal sent to market for the week was 47,720 tons, against 40,845 tons for corresponding week last year, an increase of 6,875 tons. The whole bituminous tonnage from the beginning of the coal year to the 29th ult., is 215,209 tons, against 166,158 tons in corresponding time last year, an increase of 49,056 tons. At Port Richmond for the week ending the 5th inst., there were receipts of 11,000 tons of coal and shipments of 5,000 tons, leaving 149,000 tons on hand. The receipts of coal at Perth Amboy for the week ending on the 29th ultimo were 1,876 tons; total received during the season, 90,749 tons; shipments for the week, 2,477 tons; total shipments for the season 51,208 tons; leaving on hand 98,924 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last week was 81,769 tons, 65,271 tons of which was coal and 16,498 tons coke. The total carried this year is 212,587 tons, of which 169,694 is coal and 42,843 coke. These figures embrace all the coal and coke carried over the road east and west.

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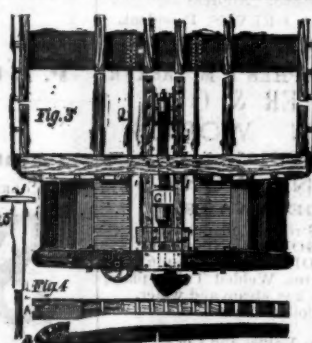
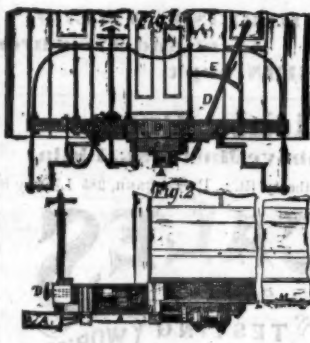
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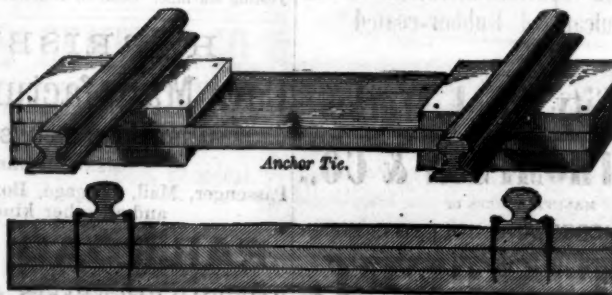
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